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OCTOBER 1989

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NEW
DIAMOND BACK
SILVER STREAK

NEW
RED LINE
700EXL

NEW
DYNO
VFR

FIRST TESTS!

OLP
SCHOOL
MAGS.com

J8HNNY
R1NGO
3

Second To None

Team Haro can be brutal on equipment. Especially with number one riders like Mike King and Brian Blyther. That's why we created a completely new line of premium componentry called Fusion. We combined design input from the world's best riders with uncompromising materials and modern manufacturing. The result? The best componentry available. Anywhere. And together with Haro's legendary frames, forks and accessories we've got you covered with components that are second to none. Fusion... By Haro.



Rider Shawn Hill-Harmon Photo: John Ker



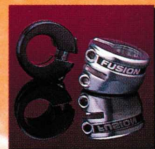
Fusion Stems



Fusion 1-Piece Cranks



Fusion 3-Piece Cranks



Fusion Twintorc Seat Post Clamp



Seat Posts



Team Master Frame/Forkset



Group 1 Team Signature Frame/Forkset



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Tires



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Haro Designs, Inc.
6060 Corte del Cedro
Carlsbad, CA 92009
(619) 438-4812



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designed by haro

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ON THE COVER:—Canadian Jay Miron rides a tall wall at the Meet the Street contest in Pennsylvania as Karl Rothe trips the shutter release. INSET: the 1990 D.B. Red Line 700 EXL and Dyno VFR bikes we tested this month and their factory celeb testers catch O₂ over Coal Canyon. Photo by Tony Donaldson. Cover design by DeWest. Color seps by Valley Film.

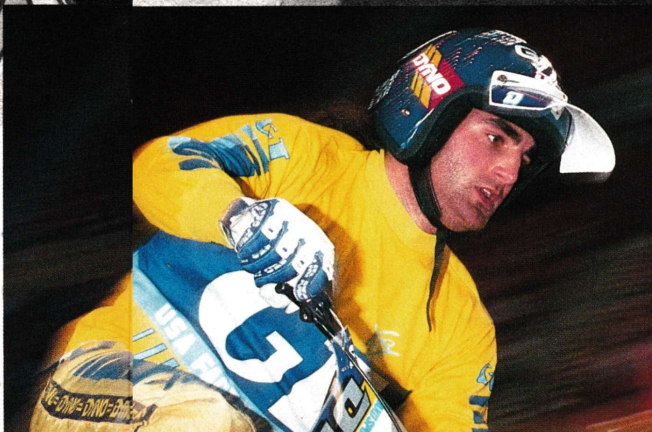
ON THIS PAGE—Is Tim "Fuzzy" Hall the turn stopper? Stopper carry-ies Huntington Beachy walls a fair wall. Photo by TO

BMX PLUS!
OCTOBER 1989
VOLUME 12, NO. 10

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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ENVIRONMENTAL IMPACT.



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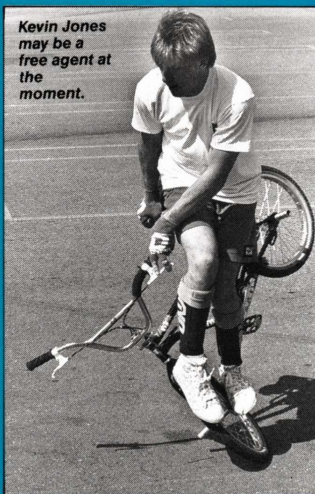
In Canada Contact: Paulmar Cycle, Winnipeg

Send \$3.00 for catalog and stickers. Ride Safe. Always wear proper safety gear.

RADICAL RICK

Our animated super hero **Radical Rick** may see a future in the television industry. **M.W.S. Inc.**, a video company based in **Hollywood**, is thinking about turning the radical one and his friends into moving pictures instead of the customary still ones we're used to. The M.W.S. folks are the same risk-takers who got the **Teenage Mutant Ninja Turtles** started. If you're interested in seeing **Radical Rick** in your own homes, write to **Ron Stebenne** at **Freestyle Promotions** and tell him how you feel. Kick down your thoughts and suggestions to 501 N. Pacific St. #12, Ocean-side, CA 92045.

Kevin Jones may be a free agent at the moment.



UNEMPLOYMENT

□ Something about missing two or three airline flights, scheduled to fly straight into his summer tour, has caused **Kevin Jones** to lose his factory spot on **GT's powerhouse freestyle team** for the time being. The reasons for Kevin's actions aim somewhat towards him wanting to attend **Robin Payne's "War of the Stars"** freestyle contest in **Rochester, New York**, instead of doing shows. Sponsorless/jobless as a result, one of the world's most respected flatlanders will most likely return to the underground scene and ponder his decision-making. How long he'll be without a ride is anyone's guess, but word has it that **McGoo** is pulling to get him back in factory colors.



By Karl Rothe



Eddie Roman and Mark Eaton are both featured in new video releases.



VIDEO BLOWOUT

Warm up your VCRs, 'cause the underground entertainment market has some hot new releases.

First off, ninja legend and loft of **BMX chromes Eddie Roman** has directed, shot, edited and produced **Aggro-man**, a 75-minute blur of the latest freestyle and streetstyle insanity. It's ready when you are for \$28.95 from **Stylin'** at P.O. Box 233, Osage Beach, MO 65065.

Then, **Mark Eaton** and **Kevin Jones** threw together some of their "Lungmurtard" and "Special K" creativity to produce **Dorkin' III**. The Pennsylvania nuts

feature freestyle's top riders doing... top stunts, of course. You can get your own copy from **Trend Bike Source** for around \$17 at P.O. Box 201778, Austin, TX 78720-1778, or for a few dollars more you can get a copy straight from the creators. Here are their addresses: **Mark Eaton**, 211 S. Marshall St., York, PA 17402; **Kevin Jones**, 601 E. Hillcrest Rd., York, PA 17403.

Both videos have killer soundtracks. But don't expect soundtracks to be sold separately—it wouldn't make much sense without the coinciding action.

PAIN GAIN

Man of many talents **Ron Wilkerson** has put himself among the injured this month by breaking his collarbone. He shackled himself while racing his **Honda 750 Interceptor** on the **Willow Springs racetrack** in SoCal. Apparently he tried to swoop some of his comp in a tight turn and lost control of his bike. That stunt will put him out of action for about four weeks, but, fortunately, he'll be healed in time for his many planned summer freestyle events.

GT's **In Hee Lee** put himself through a similar stunt when he tried a major comp swoop, only it was on a bicycle at **York, Pennsylvania's, Quaker State Nationals**. After bitin' it with a load of other 12 Experts, he ended up underneath a pile of bikes with a broken wrist. GT's race managing genius **Root Girl Slim** took him to a sports therapist afterwards, who (surprisingly) already has **In Hee** riding again. So, in fact, he won't have to miss GT's summer race tour, as he first dreaded.

ODYSSEY-ATHON

Our congratulations go out to **Preston Sutton** of **Point Pleasant, New Jersey**, the latest Showcase contest winner. He gets a pair of **Pit Bull** brakes for correctly naming the colors they're available in: silver, black, blue, red and white. You could be next month's winner if you take a peek at the **Showcase** section in the back of this mag and correctly answer the new question therein.

ALTERATIONS

The **Haro Marketing Corp.** has relocated its corporate offices. So, yes, the Haro homeboys live in a new house. Their phone number is the same ([619] 438-4812), but their address is 2225 Faraday Ave., Carlsbad, CA 92008.

The **American Freestyle Association** has an official phone number from which one can ascertain pertinent freestyle information. To put it differently, the AFA has a hotline. Write it down or call it up: (714) 898-7694.



READER ART

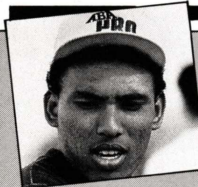
According to **Todd "The King" Zerger**, this wacky drawing is what an ant would see if it were crawling along coping during a jam session. Kind of makes you feel small, doesn't it? Especially since all of you homies couldn't quite beat out ol' **King Kong Zergerman** for the fame and glory of "Reader Art of the Month." Another cool 25 snaps go to **Todd** for his creativity, and until someone starts threatening the animal artist, history will repeat itself. Now go draw us a little something and send it in.

PSSTTTT!

Free Agent has picked up former **Elf** rider **Chris Eudaley** to battle the nation's 13 Experts, while **Diamond Back** did the same to former 13X **White Bear** speedster **Frankie Delgado**. **GT**, on the other hand, picked up another one-time **Elf** rider, **James Prichard**, to do harm to 18 Experts and **Shea Pierce** to do likewise in 11X. On leave-of-absence, **Free Agent's** **Galen Starlin** is going to hang up his **BMX** efforts until next season so that he can fully recover from the **Guilain-Barre syndrome**. We'll look forward to having him back in '90.

SPY SCOOP DEPT.

Diamond Back has designed a new line of racers called the **Avenger Series**



◀ Will Charles Townsend be crowned the 1989 ABA #1 Pro?

ABA UPDATE

The **ABA's** national number one plates will be awarded just around the corner. The pros who've been hacking it out all year stack up in the following order:

ABA PRO STANDINGS

1. Charles Townsend/Diamond Back	1049
2. Greg Hill/Robinson	1046
3. Billy Griggs/Red Line	810
4. Gary Ellis/GT	688
5. Hans Nissen/BADD	638
6. Todd Blaser/Robinson	624
7. Shawn Texas/AXO-Ralphs	579
8. Mike King/Haro	566
9. Pete Loncarevich/Vans	521
10. Cecil Johns/Boss	502

Here are the **ABA** national team standings as of the **Quaker State Nationals** in **York, Pennsylvania**:

NBL UPDATE

The **NBL** Grands will decide who gets the honor of running a number one plate in 1990. This is how the cards stack up for the most recent pro point standings:

NBL PRO STANDINGS

1. Gary Ellis/GT	510
2. Todd Corbitt/Auburn-Dyno	360
3. Greg Hill/Robinson	313
4. Billy Griggs/Red Line	272
5. Ron Walker/MCS-Eagle Snacks	260
6. Charles Townsend/Diamond Back	258
7. Terry Tenette/Vans	219
8. Billy Au	218
9. Jim Puglin	179
10. Todd Blaser/Robinson	175

The breakdown of **NBL's** current team standings as of the "War at **Waterford Oaks**" in **Pontiac, Michigan**, is as follows:

NBL TEAM STANDINGS

1. GT	778
2. MCS/Eagle Snacks	774
3. CycleCraft	728
4. Boss	710
5. Phase II	602
6. Whitman's/White Bear	530
7. Wilk Racing	518
8. Vision/Free Agent	(tie) 478
9. TNT	(tie) 478
9. Zeronine	272
10. BADD & Co	192
11. Revcore	170

that have oversized front ends. That is, the bikes' headtubes measure 1-5/16" ID (34mm) instead of the standard 1-1/16" ID (30mm), and both of their steerer tubes and fork blades measure 1-1/8" OD (28.6mm) instead of the standard 1" OD (25.4mm). The concept behind oversized tubing is that thinner

tubing thicknesses can be used, due to the larger diameter, which can actually increase strength without increasing weight when properly proportioned. **Harry Leary** will debut an **Avenger** at the **ABA Midwest Nationals** in **Rockford, Illinois**. Stay tuned next month for revealing spy photos.



◀ It turned out that Raybo wasn't hungry, he was...

THE QUOTED

"No! I'm not hungry!"—a sensitive **Raybo** after being accused of craving a case of **Eskimo Pies** at the **Woodward, Pennsylvania, K.O.V.**

"I, [censored], do hereby announce that I willfully agree with myself to participate in the reduction of the tasteless phraseology that passes through my vocal cords in my everyday life"—a goal-setting role model with name and address withheld by request.

"I'm **Batman**. Tell all your friends about me."—a caped crusader holding a nogoodynik in a precarious position. □

PITBULL

THE
RACER'S EDGE

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THE
RACER'S EDGE

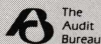
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FREESTYLE'S RADDEST TRICKS

The first and most successful BMX freestyle video ever made! It's a how-to guide for beginners which slowly works up to more advanced moves. You'll see over 25 top riders do ground tricks at Venice Beach, then catch air at the Pipeline, and Mike Buff's private ramp. Contest footage from Del Mar is also included. Narrated by Bob Haro, it's a classic! 30 min.



RAD TV—THE SEQUEL

Fiola and Itson lead an all-star cast of team riders from GI, Haro, Kuwahara, Mongoose, and all the rest. Pros give "radness ratings" to each trick so you can safely decide which to try first. An original music soundtrack makes this a "must" for your collection. From ground to pipe to every ramp in between, Rad TV will safely help you develop your own ragin' style. 30 min.



OFF-ROAD SURVIVAL TACTICS

Want to ride with a factory motocross racer, or an ISDT gold medalist? Jim Holley and Larry Roeseler take you on a wild half-hour trip that teaches you how to handle water, mud, sand, and lots more! These two highly respected pros show you the right way to ride and take care of your bike, yet add enough laughs and thrills to make you pop the rewind button over and over again. 30 min.



101 FREESTYLE TRICKS VOL. 1

Can you do a "Spastic Seat Grinder"? How about "The Super Chicken"? You'll learn these and 99 others, thanks to state-of-the-art slow-motion camera work. McCoy, Hoffman, and dozens of other riders share their best tricks, set to a pounding original music beat. There's more... you'll also get a FREE book with pictures and step-by-step instructions that help you through each trick. 30 min.



101 TRICKS VOL. 2

The latest, raddest video of them all. So why not order a copy and share it with your best friend? That way, you can both watch the sails and balls from the ABA Velodrome contest, day and night footage, 101 MORE ground and ramp tricks, and Mike Dominguez as he attempts the amazing 900° aerial! Will he make it or not? Free step-by-step instruction book of all 101 tricks included. 45 min.



DB/DW—THE VIDEO

A complete guide to off-road motorcycle and ATV adventures. Before you start your bike, watch this video, and learn the correct way to wheelie out of trouble, slide, conquer hills, and many other tips. The zany bloopers and blunders sequence is wild to watch, but the real value in this tape is the advice on riding style and technical tips from the editors of *Dirt Bike* and *Dirt Wheels* magazines. 30 min.



VIDEO ORDER FORM

- ☐ FREESTYLE'S RADDEST TRICKS
30 minutes \$19.95
- ☐ RAD TV—THE SEQUEL
30 minutes \$19.95
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(both of the above!)
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- ☐ 101 FREESTYLE TRICKS, VOL. 1
30 min. \$29.95
- ☐ 101 FREESTYLE TRICKS, VOL. 2
PSYCHO VERSION
45 minutes \$29.95
- ☐ THE VIDEO
30 minutes \$29.95
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30 minutes \$29.95
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Anyone who says most BMX races are won at the starting gate has never stood by the finish line. If they did, a large number of GT riders would show up to prove them wrong. Thanks in no small part to the quality and superiority of GT's legendary racing equipment, Team GT has won more individual and team titles than any other manufacturer in BMX history — and that's the bottom line.

So, while other riders stay busy practicing their starts, GT winners practice something much harder — humility.



Team GT — The 1988 NBL Manufacturer's Team Champions (l to r) In Hee Lee, Reid Anderson, Mike Ellis, Mike Luna, Dave Milham, and Gary Ellis

THE BOTTOM LINE IS THE FINISH LINE.

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ASK THE BMXperts

LOCALITIES

Dear BMXperts,
I'm a girl and I'm 13. My brother has a halfpipe and rides it with his 20-inch bike. He also has a scooter and recently I've been trying to ride it on the ramp. It's really fun, but I'm not very good at it. I was wondering if you think I'm stupid for even bothering to try.
Sheri Vickery
Latham, NY

"Don't worry about what other people think. If you're having fun, keep going for it!"—**Dr. Rad/Happy Camper Advice, Inc.**

NEW RACER

Dear BMXperts,
I just found out that there's a BMX track in my town. I was wondering if I need a sponsor to race or if I require any kind of insurance, because I've never raced before.

Jason Reis
Long Island, NY

A blazing pro conveyed this message: "You don't have to have a sponsor to race. All you need is a bike, a helmet, long pants and a long-sleeved shirt. You don't need leathers. Just go to the track and join whatever sanction it's affiliated

with. That'll cost you \$25 for a year, which includes a monthly paper and the insurance you'll need, and will allow you to race at all tracks under that sanction."—**Todd Blaser/Robinson.**

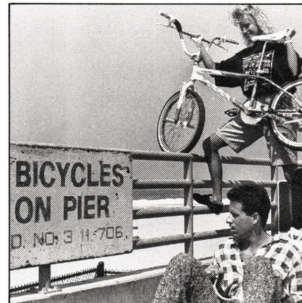
20/20 VISION

Dear BMXperts,
This summer I'll be going to the Woodward BMX Camp for a freestyle session. Would it be a good idea to wear my glasses while I freestyle?
Matt Baranello
Ronkonkoma, NY

Although he doesn't wear glasses while he rides just yet, another Matt offered this advice: "I say wear 'em, but contacts are better than glasses if you have them. Steve [Swope, Matt's pal and dad] rampster in his own right wears glasses with one of those bungee cord straps around them. Dennis McCoy wears contacts when he rides."—**Matt Hoffman/VIP Concepts.**

SIGNATURES

Dear BMXperts,
I'm writing about the Diamond Back that Woody was riding in your "1989 Casual Clothing Guide" in the July is-



Woody and friends show off his signature Diamond Back freestyle bike from the fashion article a couple of months back. He's still riding the same bike, now stripped of its paint.

sue. What's its full name? What's its approximate price? Could you also tell me what components came with it?

Joe Tandy
Torrington, CT

"It's the 'Woody Itson Strike Zone,' and they're about \$325-\$350 at your local (continued on page 78)

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Dyno Pro Campe	• bl, rd, bk, cpd+510	\$249.95
Dyno Pro Campe Team	• bl, rd, bk, cpd+510	\$447.95
GI Interceptor	• bl, bk, cpd+510	\$164.95
GI Mach 1	• bl, bk, cpd+510	\$149.95
GI Pro Series	• bl, bk, cpd+510	\$349.95
GI Pro Series Team	• cp	\$469.95
GI Pro F/S Tour	• bl, bk, cpd+510	\$199.95
GI Pro F/S Tour Team	• bl, bk, cpd+510	\$299.95
Haro Invert	• w/48" x 1.5" x 1.5" x 1.5"	\$219.95
Haro Shredder	• w/48" x 1.5" x 1.5" x 1.5"	\$219.95
Haro Master	• w/48" x 1.5" x 1.5" x 1.5"	\$307.95
Haro Master	• w/48" x 1.5" x 1.5" x 1.5"	\$307.95
Haro Group 1 A	• bl, bk, rd, cp	\$284.95
Haro Group 1 B	• bl, bk, rd, cp	\$209.95
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Haro Group 1 Team Signature	• rd, cp	\$469.95
Mongoose Supergo	• charcoal w/blk sponge	\$259.95
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Mongoose Decade	• w/48" x 1.5" x 1.5" x 1.5"	\$329.95
Mongoose Decade Pro	• w/48" x 1.5" x 1.5" x 1.5"	\$329.95
Redline 700 EXL	• rd, bk, cpd+510	\$249.95
Redline Two Five	• rd, bk, cpd+510	\$249.95
Robinson Pro	• bl, bk, cpd+510	\$399.95

1988 COMPLETE BIKES

Dyno Pro Campe	• bl, bk, cpd+510	\$287.95
GI Pro Performer	• w/48" x 1.5" x 1.5" x 1.5"	\$289.95
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GI Pro Series	• cp	\$119.95
Haro FST w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$179.95
Haro FST w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$179.95
Haro Sport w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$254.95
Haro Sport w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$254.95
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Haro Master w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$307.95
Redline PXL Racing	• rd, bk, cpd+510	\$317.95
Redline PXL Racing	• rd, bk, cpd+510	\$317.95
Redline PXL Racing	• rd, bk, cpd+510	\$317.95
Redline PXL Racing	• rd, bk, cpd+510	\$317.95

1987 COMPLETE BIKES

CW Rye	• 48" long, 48" x 1.5" x 1.5" x 1.5"	\$149.95
GI Shredder	• bl, bk, rd, cpd+510	\$219.95
Haro Sport w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$254.95
Haro Sport w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$254.95
Haro Master w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$307.95
Haro Master w/48" x 1.5" x 1.5" x 1.5"	• bl, bk, rd, cpd+510	\$307.95

The bicycles listed are all bikes with components chosen by the manufacturer for each model. We have not made any substitutions. All bicycles are sold in boxes and should be assembled by a qualified bicycle mechanic.

PLATES & NUMBERS

Car Plate	• w/	\$12.95
Airflow Mini for craters and mini	• bl, bk, w/48" x 1.5" x 1.5" x 1.5"	\$12.95
NEW Dyno Plate	• w/	\$9.95
Haro Pro Plate	• rd, bk, w/	\$9.95
Zerocore Aero Guard	• cp	\$12.95

FRAME AND FORK SETS

NEW! Auburn	• red, bk	\$129.95
Boss 10 Company	• cp	\$129.95
Boss Pro	• cp	\$129.95
Dyno Pro Campe	• cp, bk, bl, rd, w/	\$129.95
El	• pro, j, mini	\$149.95
Free Agent	• cp	\$149.95
GI Pro Series	• pro	\$129.95
GI Pro F/S Tour	• w/ bl, bk, cp	\$129.95
89 Haro Group 1	• cp, bk, rd	\$149.95
89 Haro Master	• w/ 48" x 1.5" x 1.5" x 1.5"	\$149.95
Hutch Pro	• cp	\$129.95
Hutch Tricaster II	• cp	\$129.95
MCS Magnum Pro	• cp	\$129.95
Profile Champ Pro	• cp	\$129.95
Redline 800P Racing	• cp, rd, bk, rd	\$149.95
Revcore Racing	• mini, j, pro, j, cp	\$129.95
Robinson Pro	• cp, bk	\$129.95

ROTORS

ACS Pro Rotor	• bl, bk, w/	\$19.95
Oddysey Gyro	• bl, bk, w/	\$19.95

HEADSETS

DK 2N1 Headset Combo	• s, l, 1", 1 1/2", 2"	\$19.95
GI Epoch Head Set	• cp, w/ bl	\$19.95
Togo Bear Trap II	• cp, w/ bl	\$19.95
Togo MX II Quick Adjust	• cp	\$19.95
Togo MX II Quick Adjust	• cp, w/ bl	\$19.95

STEMS

ACS 48 Rotor Stem	• cp, w/ bl	\$19.95
ACS Rotor 48 Stem	• cp, w/ bl	\$19.95
DK	• pro, mini, pro s, l	\$12.95
GI F/S Stem	• bl, bk, w/ sl	\$19.95
GI Pro Series Stem	• cp	\$19.95
88 Haro Pro Style F/S Stem	• bl, bk, w/ sl	\$19.95
89 Haro Pro Style F/S Stem	• cp, sl	\$19.95
89 Haro Pro Style Racing Stem	• cp, sl	\$19.95
Revcore Stem	• high polished s, mini, pro	\$19.95

FREESTYLE HANDLEBARS

Dyno F/S Bar	• bl, bk, cp, rd, w/	\$24.95
GI Pro Performer Bar	• bl, bk, cp, w/	\$24.95
88 Haro F/S Bar	• cp	\$24.95
88 Haro F/S Bar	• bl, bk, rd, cp, w/	\$24.95
89 Haro F/S Bar	• cp, bk	\$24.95
Redline F/S Bar	• l, or straight, bl, bk, w/	\$24.95

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RACING HANDLEBARS

Boss Pro Bar	• cp	\$39.95
GI Pro Series Bar	• cp	\$39.95
GI Pro Series Bar	• cp, rd, sl, bl, bk, w/	\$39.95
GI Mini CR-MO Bar	• cp	\$39.95
89 Haro Pro Racing Bar	• cp	\$39.95
Powell Bar	• pro, j, cp	\$39.95
Revcore CR Bar	• cp, rd, sl, bl, bk, w/	\$39.95
Robinson Pro Racing Bar	• cp	\$39.95

GRIPS & BOWTIES

ANE Grip	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Grip	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Grip	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Grip	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Grip	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95

CRANKS & PEDALS

ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$11.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$11.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$11.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$11.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$11.95

CRANKS (THREE PIECES)

ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$139.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$139.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$139.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$139.95
ANE Crank	• w/48" x 1.5" x 1.5" x 1.5"	\$139.95

PEDALS

ANE Pedal	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Pedal	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Pedal	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Pedal	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95
ANE Pedal	• w/48" x 1.5" x 1.5" x 1.5"	\$4.95

BOTTOM BRACKETS

ANE Bottom Bracket	• w/48" x 1.5" x 1.5" x 1.5"	\$38.50
ANE Bottom Bracket	• w/48" x 1.5" x 1.5" x 1.5"	\$38.50
ANE Bottom Bracket	• w/48" x 1.5" x 1.5" x 1.5"	\$38.50
ANE Bottom Bracket	• w/48" x 1.5" x 1.5" x 1.5"	\$38.50
ANE Bottom Bracket	• w/48" x 1.5" x 1.5" x 1.5"	\$38.50

POWER DISCS AND SPIDERS

ANE Power Disc	• w/48" x 1.5" x 1.5" x 1.5"	\$17.50
ANE Power Disc	• w/48" x 1.5" x 1.5" x 1.5"	\$17.50
ANE Power Disc	• w/48" x 1.5" x 1.5" x 1.5"	\$17.50
ANE Power Disc	• w/48" x 1.5" x 1.5" x 1.5"	\$17.50
ANE Power Disc	• w/48" x 1.5" x 1.5" x 1.5"	\$17.50

FREEWHEELS

ANE Freewheel	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Freewheel	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Freewheel	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Freewheel	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Freewheel	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95

CHAINS

ANE Chain	• w/48" x 1.5" x 1.5" x 1.5"	\$6.95
ANE Chain	• w/48" x 1.5" x 1.5" x 1.5"	\$6.95
ANE Chain	• w/48" x 1.5" x 1.5" x 1.5"	\$6.95
ANE Chain	• w/48" x 1.5" x 1.5" x 1.5"	\$6.95
ANE Chain	• w/48" x 1.5" x 1.5" x 1.5"	\$6.95

CHAINWHEELS AND BOLTS

ANE Chainwheel	• w/48" x 1.5" x 1.5" x 1.5"	\$13.95
ANE Chainwheel	• w/48" x 1.5" x 1.5" x 1.5"	\$13.95
ANE Chainwheel	• w/48" x 1.5" x 1.5" x 1.5"	\$13.95
ANE Chainwheel	• w/48" x 1.5" x 1.5" x 1.5"	\$13.95
ANE Chainwheel	• w/48" x 1.5" x 1.5" x 1.5"	\$13.95

BRAKES AND BRAKE PADS

ANE Brake	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Brake	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Brake	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Brake	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Brake	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95

BUILT WHEELS

ANE Built Wheel	• w/48" x 1.5" x 1.5" x 1.5"	\$99.50
ANE Built Wheel	• w/48" x 1.5" x 1.5" x 1.5"	\$99.50
ANE Built Wheel	• w/48" x 1.5" x 1.5" x 1.5"	\$99.50
ANE Built Wheel	• w/48" x 1.5" x 1.5" x 1.5"	\$99.50
ANE Built Wheel	• w/48" x 1.5" x 1.5" x 1.5"	\$99.50

SPROCKETS

ANE Sprocket	• w/48" x 1.5" x 1.5" x 1.5"	\$12.95
ANE Sprocket	• w/48" x 1.5" x 1.5" x 1.5"	\$12.95
ANE Sprocket	• w/48" x 1.5" x 1.5" x 1.5"	\$12.95
ANE Sprocket	• w/48" x 1.5" x 1.5" x 1.5"	\$12.95
ANE Sprocket	• w/48" x 1.5" x 1.5" x 1.5"	\$12.95

RIMS - 20" & 24"

ANE Rim	• w/48" x 1.5" x 1.5" x 1.5"	\$18.95
ANE Rim	• w/48" x 1.5" x 1.5" x 1.5"	\$18.95
ANE Rim	• w/48" x 1.5" x 1.5" x 1.5"	\$18.95
ANE Rim	• w/48" x 1.5" x 1.5" x 1.5"	\$18.95
ANE Rim	• w/48" x 1.5" x 1.5" x 1.5"	\$18.95

HUBS

ANE Hub	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Hub	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Hub	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Hub	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95
ANE Hub	• w/48" x 1.5" x 1.5" x 1.5"	\$19.95

SEAT POSTS

ANE Seat Post	• w/48" x 1.5" x 1.5" x 1.5"	\$8.95
ANE Seat Post	• w/48" x 1.5" x 1.5" x 1.5"	\$8.95
ANE Seat Post	• w/48" x 1.5" x 1.5" x 1.5"	\$8.95
ANE Seat Post	• w/48" x 1.5" x 1.5" x 1.5"	\$8.95
ANE Seat Post	• w/48" x 1.5" x 1.5" x 1.5"	\$8.95

SEAT POST CLAMPS

95 • SEAT POSTS	
Dyno Drain Pipe • pk, wh, bl, cp, bk	\$8
GT Straight Post • cp, wh, pk, bl, bk	5
GT Lay-Back Post • cp, wh, pk, bl, bk	7
Haro Straight Post • cp	6
Haro Lay-Back Post • cp, bk, turq, coral, bl	8
Revicore Straight Post ca • 14" 16"	15

CHECKPOINT

ABA PENNSYLVANIA

ELLIS TAKES ANOTHER ONE IN YORK

• Although it wasn't a big national (90 motos Saturday and 95 Sunday), the ABA was pleased with the turnout. They had rain Friday, but the rest of the weekend was waterless. Gary Ellis was unaffected by the weather (or anything else for that matter) because he was able to concentrate on winning AA Pro both days. Greg Hill turned in a good showing, too; he won Saturday's Pro Open and jammed in general. Ray Luscombe and Matt Hadan topped the Experts, and Matt maintained his stronghold as the number one amateur. •

NBL INDIANA

GT TAKES POINTS LEAD

• The Lake Sullivan BMX Track in Indianapolis hosted NBL's "Intensity in the Indy City" with 121 motos of racing excitement. Gary Ellis took A Pro both days, stretching out his lead in the points race. He now has 460 points, far clear of the second spot man Greg Hill and his accumulation of 313 points. New GT factory recruit from Australia Anthony Wayne, in his first-ever U.S. National, captured a smooth second on Saturday in the 18 & Over Expert class. Still more impressive, on Sunday he went all the way and took the top honors. Between James Prichard and Anthony, GT has now passed up MCS in the Open Team points. GT is putting together an incredible team for the Worlds in Australia. Another tidbit of interest: Melanie Cline beat the boys in 12-13 Open, taking second on Saturday and first on Sunday. Does that give a clue as to how well she's been doing lately? •

NBL INDIANA SATURDAY

A PRO	
1. Gary Ellis/GT	\$240
2. P. Walker/MCS-Eagle Snacks	150
3. T. Corbitt/Auburn-Dyno	90
4. Chris Mueller/S&M	60
5. Billy Au/DK	60
B PRO	
1. Paul Adams	\$300.00
2. Shawn Carmody	167.50
3. Eric Bartholus/Auburn-Dyno	112.50
4. Jerod Raflik	75.00
5. A. Foster/Wheel Power	75.00
PRO AWARD	
1. T. Corbitt/Auburn-Dyno	\$70.00
2. Gary Ellis/GT	43.75
3. Paul Adams	26.25
4. Ron Walker	26.25
MCS-Eagle Snacks	17.50

ABA QUAKER STATE NATIONALS SATURDAY

AA PRO	
1. Gary Ellis/GT	\$545
2. Shawn Texas/Axo	310
3. Mike King/Haro	190
4. Hans Nissen/BADD	155
5. C. Townsend/Dia. Back	125
6. T. Blaser/Robinson	95
7. T. Corbitt/Auburn-Dyno	80
8. Greg Hill/Robinson	65
A PRO	
1. David Wheel Power	\$365
2. Paul Adams/Robinson	210
3. Marlon Pearson/S & S	125
4. Judd Clancio	100
5. David Boyer	85
6. Gordon Tyler/Phelps	65
7. Joe Swords	55
8. James Vincent/S&S	45
PRO OPEN	
1. Greg Hill/Robinson	\$245
2. Billy Au/DK	140
3. Mike King/Haro	100
4. Rick Palmer/Skyway	85
5. David Clymer/Peddlers	75
6. Shawn Texas/Axo	55
7. Paul Adams/Robinson	40
8. T. Blaser/Robinson	95
PRO CRUISER	
1. T. Corbitt/Auburn-Dyno	\$140
2. Rick Palmer/Skyway	80
3. D.D. Leone/Kastan	60

12-13: Kevin Hall	3. Billy Au/DK	18.75
10-11: Matthew Cutbill	4. Shawn Carmody	12.50
8-9: Mike Fickert	5. Shan Mason	12.50
CRUISER CLASS		
17 & UNDER: Jarrod Kriklhoff	1. Ron Walker	
42 & OVER: Richard Johnston	MCS-Eagle Snacks	\$140.00
34-41: Carl Gough	2. T. Corbitt/Auburn-Dyno	87.50
28-33: Campbell Milliken	3. Jimmy Pugin	82.50
21-27: Travis McGhee	4. Ross McMahon	35.00
16-20: Barry McManus	5. Craig Seibert	35.00
17: Bernard Gant	EXPERT CLASS	
16: David Milham	18 & OVER: Anthony Wayne	
15: Jeff Richman	17: Bernard Gant	
14: Brian Colegrove	16: David Milham	
13: Timothy Strolecki	15: Shelby James	
12: Mark Tartaglia	14: Eric Jensen	
9-11: Eric Cunningham	13: Mark Sterious	
GIRLS CLASS		
16 & OVER: Jennifer Wardle	12: Shawn Bone	
15: Jessica Towles	11: Shea Pierce	
14: Michelle Cairns	10: Mike Brandt	
13: Kelly Smith	9: Mike Fickert	
12: Monica Kelly	8: Billy Ezzell	
11: Monica Kelly	7: Jarrod Kriklhoff	
10: April Burke	6 & UNDER: Keegan Burke	
8 & UNDER: Shevona McKenzie	5: Heather McKenzie	
NOVICE CLASS		
17 & OVER: Shawn Williams	14-15: Jason Snell	
16: Stacy Hague	13-13: Melanie Cline	
15: Eric Schmidt	12-12: Matthew Cutbill	
14: Bryan Proctor	11-11: Anthony Wayne	
13: Earl Jackson	10-10: Ryan Currier	
12: Jesse Ivens	9-9: Jarrod Kriklhoff	
11: Lee Netcher	8-8: Sam Arellano	
10: Jonathan Silva	7-7: Jennie Rubacha	
9: Justin Norwood	6-6: Heather McKenzie	
8: Sean Childers	5-5: Shevona McKenzie	
7: Nicholas Henderson	4-4: Matthew Cutbill	
6: Brent Brewer	3-3: Ryan Currier	
5 & UNDER BOYS AND GIRLS:	2-2: Jarrod Kriklhoff	
Tara Carroll	1-1: Heather McKenzie	
OPEN TEAM TROPHY		
GT	\$800	
BIKE SHOP TEAM TROPHY		
Coastal	\$425	
WWC TEAM NBL		
WWC	\$250	
SUNDAY		
A PRO		
1. Gary Ellis/GT	\$468.00	
2. Ron Walker		
3. T. Corbitt	175.50	
4. Richard Bartlett	95.00	
5. Chris Mueller/S & M	70.20	
6. Jim Pugin	58.50	
7. Billy Au/DK	46.80	
8. Dan Lerner	23.40	
B PRO		
1. Paul Adams	\$450.00	
2. Shawn Carmody	225.00	
3. Jerod Raflik	168.75	
4. Shan Mason	90.00	
5. Doug Zimmer	67.50	
6. David Hardin	56.25	
7. Geoffrey Sengoba	33.75	
OPEN		
1. A. Foster/Wheel Power	\$500.00	
2. Paul Adams	31.25	

13: Mike Luna	3. E. Bartholus/Aub-Dyno	150
12: Brad Fennell	4. Marlon Pearson/S&S	125
11: Todd Kelley	5. Joe Swords	100
10: Jerrold Trimmer	6. James Vincent/S&S	75
9 & UNDER: Julian Hurst	7. Vince Marcheseau	65
GIRLS CLASS		
15 & OVER: Emily Moore	8. C. Goldsmith/Action Wheels	50
10-10: Andrea Button	PRO OPEN	
8: Brianna Wojtowicz	1. Todd Blaser/Robinson	\$290
7: T. Corbitt/Auburn-Dyno	2. Mike King/Haro	170
6: T. Corbitt/Auburn-Dyno	3. C. Townsend/Dia. Back	100
5: Justin Green	4. Billy Au/DK	85
4: Charlie Davidson	5. Rick Palmer/Skyway	75
3: Greg Garrity	6. David Clymer/Peddlers	60
2: Jason Palmer	7. Chris Graves/S&S	50
1: Miles Davis	8. Greg Hill/Robinson	40
14: Howie Dulin	PRO CRUISER	
13: Jamie Gross	1. D.D. Leone/Kastan	\$450
12: Dana Stoddard	2. T. Corbitt/Auburn-Dyno	260
11: Scott White	3. Hans Nissen/BADD	100
10: Ryan Meyers	4. Joe Swords	130
9: John Shive	5. Craig Seibert/Trog	100
8: Jacob Skiss	6. Clint Furr	80
SUNDAY		
AA PRO		
1. Gary Ellis/GT	\$870	
2. Hans Nissen/BADD	500	
3. C. Townsend/Dia. Back	300	
4. Greg Hill/Robinson	300	
5. Shawn Texas/Axo	200	
6. Mike King/Haro	150	
7. T. Corbitt/Auburn-Dyno	130	
8. Billy Au/DK	100	
13: Mike Luna	3. E. Bartholus/Aub-Dyno	150
12: Brad Fennell	4. Marlon Pearson/S&S	125
11: Todd Kelley	5. Joe Swords	100
10: Jerrold Trimmer	6. James Vincent/S&S	75
9 & UNDER: Julian Hurst	7. Vince Marcheseau	65
GIRLS CLASS		
15 & OVER: Emily Moore	8. C. Goldsmith/Action Wheels	50
10-10: Andrea Button	PRO OPEN	
8: Brianna Wojtowicz	1. Todd Blaser/Robinson	\$290
7: T. Corbitt/Auburn-Dyno	2. Mike King/Haro	170
6: T. Corbitt/Auburn-Dyno	3. C. Townsend/Dia. Back	100
5: Justin Green	4. Billy Au/DK	85
4: Charlie Davidson	5. Rick Palmer/Skyway	75
3: Greg Garrity	6. David Clymer/Peddlers	60
2: Jason Palmer	7. Chris Graves/S&S	50
1: Miles Davis	8. Greg Hill/Robinson	40
14: Howie Dulin	PRO CRUISER	
13: Jamie Gross	1. D.D. Leone/Kastan	\$450
12: Dana Stoddard	2. T. Corbitt/Auburn-Dyno	260
11: Scott White	3. Hans Nissen/BADD	100
10: Ryan Meyers	4. Joe Swords	130
9: John Shive	5. Craig Seibert/Trog	100
8: Jacob Skiss	6. Clint Furr	80
SUNDAY		
AA PRO		
1. Gary Ellis/GT	\$870	
2. Hans Nissen/BADD	500	
3. C. Townsend/Dia. Back	300	
4. Greg Hill/Robinson	300	
5. Shawn Texas/Axo	200	
6. Mike King/Haro	150	
7. T. Corbitt/Auburn-Dyno	130	
8. Billy Au/DK	100	
13: Mike Luna	3. E. Bartholus/Aub-Dyno	150
12: Brad Fennell	4. Marlon Pearson/S&S	125
11: Todd Kelley	5. Joe Swords	100
10: Jerrold Trimmer	6. James Vincent/S&S	75
9 & UNDER: Julian Hurst	7. Vince Marcheseau	65
GIRLS CLASS		
15 & OVER: Emily Moore	8. C. Goldsmith/Action Wheels	50
10-10: Andrea Button	PRO OPEN	
8: Brianna Wojtowicz	1. Todd Blaser/Robinson	\$290
7: T. Corbitt/Auburn-Dyno	2. Mike King/Haro	170
6: T. Corbitt/Auburn-Dyno	3. C. Townsend/Dia. Back	100
5: Justin Green	4. Billy Au/DK	85
4: Charlie Davidson	5. Rick Palmer/Skyway	75
3: Greg Garrity	6. David Clymer/Peddlers	60
2: Jason Palmer	7. Chris Graves/S&S	50
1: Miles Davis	8. Greg Hill/Robinson	40
14: Howie Dulin	PRO CRUISER	
13: Jamie Gross	1. D.D. Leone/Kastan	\$450
12: Dana Stoddard	2. T. Corbitt/Auburn-Dyno	260
11: Scott White	3. Hans Nissen/BADD	100
10: Ryan Meyers	4. Joe Swords	130
9: John Shive	5. Craig Seibert/Trog	100
8: Jacob Skiss	6. Clint Furr	80

ABA OKLAHOMA

BLASER DOESN'T TAKE ADVANTAGE OF NEW PAYBACKS

• Todd Blaser had no reason to take advantage of the new Pro payback program introduced (or re-introduced) by the ABA at the Bumps & Berms BMX Track in Jenks, Oklahoma. Todd not only made the mains, but he won AA Pro both days and Pro Open Sunday. The ABA has reinstated their program of paying back part of the entry fees to the AA Pros who make the semis, but don't qualify into the main.

The weather was a factor in Jenks. It was hot and humid. Some fared better than others. Steve Veltman and Kenny May were unaffected by it. Steve had one of the best days of his career Saturday. In the 17X main event, he came from the back of the pack, passed five of the guys, then passed the rest in the last turn. Kenny May quadrupled Sunday, taking class, cruiser, and both trophy dashes. He's back in his usual form. What would have happened if he would have raced Open, too? Will he climb back up to threaten Hadan? Stay tuned. •

ABA SUMMER NATIONALS SATURDAY

AA PRO	
1. Todd Blaser/Robinson	\$560
2. Billy Griggs/Red Line	320
3. Mike King/Haro	190
4. Cecil Johns/Boss	160
5. D.D. Leone/Kastan	130
6. Hans Nissen/BADD	95
7. Todd Slawik	80
8. B. Lopes/Peddlers	65
9. Sean Childers	60
10: Nicholas Henderson	50
11: Brent Brewer	40
12: Dana Stoddard	30
13: Scott White	20
14: Howie Dulin	10
15: Jamie Gross	5
16: Dana Stoddard	5
17: Scott White	5
18: Howie Dulin	5
19: Jamie Gross	5
20: Dana Stoddard	5
21: Scott White	5
22: Howie Dulin	5
23: Jamie Gross	5
24: Dana Stoddard	5
25: Scott White	5
26: Howie Dulin	5
27: Jamie Gross	5
28: Dana Stoddard	5
29: Scott White	5
30: Howie Dulin	5
31: Jamie Gross	5
32: Dana Stoddard	5
33: Scott White	5
34: Howie Dulin	5
35: Jamie Gross	5
36: Dana Stoddard	5
37: Scott White	5
38: Howie Dulin	5
39: Jamie Gross	5
40: Dana Stoddard	5
41: Scott White	5
42: Howie Dulin	5
43: Jamie Gross	5
44: Dana Stoddard	5
45: Scott White	5
46: Howie Dulin	5
47: Jamie Gross	5
48: Dana Stoddard	5
49: Scott White	5
50: Howie Dulin	5
51: Jamie Gross	5
52: Dana Stoddard	5
53: Scott White	5
54: Howie Dulin	5
55: Jamie Gross	5
56: Dana Stoddard	5
57: Scott White	5
58: Howie Dulin	5
59: Jamie Gross	5
60: Dana Stoddard	5
61: Scott White	5
62: Howie Dulin	5
63: Jamie Gross	5
64: Dana Stoddard	5
65: Scott White	5
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67: Jamie Gross	5
68: Dana Stoddard	5
69: Scott White	5
70: Howie Dulin	5
71: Jamie Gross	5
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76: Dana Stoddard	5
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79: Jamie Gross	5
80: Dana Stoddard	5
81: Scott White	5
82: Howie Dulin	5
83: Jamie Gross	5
84: Dana Stoddard	5
85: Scott White	5
86: Howie Dulin	5
87: Jamie Gross	5
88: Dana Stoddard	5
89: Scott White	5
90: Howie Dulin	5
91: Jamie Gross	5
92: Dana Stoddard	5
93: Scott White	5
94: Howie Dulin	5
95: Jamie Gross	5
96: Dana Stoddard	5
97: Scott White	5
98: Howie Dulin	5
99: Jamie Gross	5
100: Dana Stoddard	5

Gary Ellis has been going so fast lately that nothing can stop him, not even a Nikon. He wasted the AA Pros in Pennsylvania and spread his lead in the title chase in Indianapolis.

9: Kye Smith	12: Kris Neubauer
8: Matthew Lane	11: Miles Davis
7: Jason McTygus	10 & UNDER: Jerrold Trimmer
OPEN	
(LETTERMAN JACKET) CLASS	
17 & OVER: Matt Hadan	
15-16: Robert Zahnow	
13-14: Matt Goin	
11-12: Jason Palmer	
9-10: Kye Smith	
7-8: Russell Mondello	
CRUISER CLASS	
31 & OVER: Anthony Lentini	
23-30: Mike Long	
17-21: Robbie Morales	
16: Eric Jones	
15: Justin Green	
14: Charlie Davidson	
13: Mike Luna	

3. E. Phillipart/White Bear	60
4. Pete Loncarevich/Vans	55
5. Rick Palmer/Skyway	50
6. Cecil Johns/Boss	45
7. Todd Slawik	40
EXPERT CLASS	
17 & OVER: Steve Veltman	
16: J.D. Finney	
15: Marty Christman	
14: Percy Owens	
13: Frank Delgado	
12: Jason Palmer	
11: Rich Houseman	
10: Josh Lowery	
9: Dusty Walters	
8: Denver Nettie	
7: Nick Tabari	
6: Jason Ream	
OPEN	
(LETTERMAN JACKET) CLASS	
17 & OVER: Steve Veltman	
15-16: Ryan Sheehan	
13-14: Chris Eudaley	
11-12: Jason Palmer	
9-10: Ken McClure	
7-8: Jeremy Haskins	
6 & UNDER: Chris Kordic	
4 & UNDER: Darrell Hill	
31-40: Mark McDonald	
22-30: Mike Long	
17-21: Kenny May	
16: Jason King	
15: Justin Green	
14: Matt Goin	
13: Frank Delgado	
12: Brad Fennell	
11: Jake Jones	
10: Kye Smith	
9 & UNDER: Julian Hurst	
GIRLS CLASS	
15 & OVER: Christy Homa	
14: Stacie Howes	
13: Tara Lienes	
10: Annie Marie Haskins	
9: Doni Lee McCullough	
8: Lenora Krejcie	
7: Heather Bruns	
INTERMEDIATE CLASS	



*First bike
of the new
decade!*

*Did Dave trust the
Streak? He hadn't ever tried
nothings on his own personal
scoot. Get the hint?*

□ WHAT!?!

A 1990 bike? Already? Affirmative!
Diamond Back is the first company to
have a bike for the '90s, after design in-
put from the likes of Brandon Allen, Matt
Hadan and Harry Leary.

WHAT'S NEW

Harry informed us that the new Silver
Streak is quite a change from the old.
The old SS had the Reactor frameset,
like the new one, except the old SS
didn't have the wishbone rear triangle
or capped tubing ends, the reason be-
ing to keep the cost down. Capping
costs about 25 cents an end, which may
sound like a very small amount of mon-

*Brandon Allen
came out as a guest
tester and proceeded to
rip up the airwaves over the
Coal Canyon track in Yorba Linda,
California, with all sorts of style
and grace. ►*

ey, but when multiplied by thousands of
frames it adds up to quite a bit of cash.

The graphics are new and really hot
and the bike comes stock with U-brakes,
though the wishbone is drilled for a reg-
ular caliper for the option of either type
of brakes. The welds are now done in-
house at the Taiwan factory and they are
looking much better than the welds of
the past. Maybe that explains the proud-
ly displayed "Made in Taiwan" sticker
on the bottom of the head tube.

This bike debuts the new DB one-
piece chromoly crank, power disc and

1990 DIAMOND BACK SILVERSTREAK





Dave had more fun than should be allowed on the Streak. He spent as much time in the air as he did on the ground, impressed the locals and was totally enthralled with the D.B.

chaining. The new tapered Reactor bars are the final piece to the puzzle of innovation.

HOW IT RIDES

We let Dave Cullinan, top expert and incredible jumper, loose on the SS at "Magnolia," an industrial lot across the street from the Pacific Ocean at Magnolia Boulevard and the Pacific Coast Highway in Huntington Beach, California. On a good day there can be over 50 locals sessioning there.

The first thing Dave noticed was the graphics. They are killer! As a matter of fact, the whole bike looks great and functionally excellent, especially for being made overseas. The welds are excellent, the capped tubing is nice and even the cable routing through the gus-

1990 DIAMOND BACK SILVERSTREAK

set and along the underside of the downtube looks well-planned-out and engineered.

When Dave hopped aboard, he commented on how long the frame felt. Instead of the Silver Streak of years past, the 1990 SS is geared for a larger rider. After all, it was designed for riders like Charles Townsend.

This was Dave's first time at Magnolia, so he explored all the jumps on the SS. He was doubly stoked! Acres of awesome jumps and a cool bike to jump them on. He soared off jumps with names ranging from the tall-sounding "Wall" to spooky-sounding jumps such as the "Coffin" and the "Tombstone."

Dave caught *mucho* air for our cameras, not to mention that he learned nothings and a few other variations, commenting all the while on how perfectly the bike handled. He used the word "perfectly" when referring to cornering, jumping, and the solid feel of the bike. Big Dave rode the bike above

and beyond the call of duty and it emerged unharmed. Almost. Nothing loosened, but the cranks and seatpost bent almost unnoticeably. The ACS XCE brakes earned our seal of approval by stopping or slowing the bike and rider on demand, no questions asked.

LOCAL EVALUATION

While the test crew gathered 'round to trade comments, the locals commandeered the SS and put in their own input. All ages and sizes took turns blasting it on the crazier jumps; from older, bigger guys (18-20) to insane 12-year-old radaholics. All sizes found it comfy. In fact, everybody dug it, and no more tweekage occurred.

Just for fun, factory DBers Brandon Allen and amateur points leader Matt Hadan took a few strafing runs aboard the SS at Coal Canyon. They did manage to twist the cranks a bit, but they both were going nuts and lofting tall airs, too.

We added up all the data from the test and came up with the following conclusion: 1990+Diamond Back+graphics+Reactor+\$325=one bad bike for the bucks. It's geared for larger guys and it handles the abuse—beautifully. For \$325 you can't go wrong. □

1990 DIAMOND BACK SILVER STREAK

I. FRAME AND FORK

Type: Racing, 20", age 13 and over.

Frame design: Single 1-1/8" O.D. top tube, single 1-1/4" O.D. down tube, wishbone rear triangle.

Frame construction: 4130 chromoly.

Fork construction and design: Tubular chromoly, 1" O.D., leading axle design.

Wheelbase: 38-1/2" to 39-1/2".

Bottom bracket height: 10-1/2" (center to ground).

Chainstay length: 15-1/2" (center of bottom bracket to midpoint of rear dropouts).

Steering head angle: 75°.

Seat tube angle: 70°.

II. WHEELS

Rims: Alloy, 7X type.

Hubs: Alloy, low flange.

Tires: DB Reactor Series, 20" x 1.75" rear, 20" x 1.95" front.

III. DRIVE TRAIN

Pedals: Alloy, beartrap type with chromoly spindle.

Cranks: DB chromoly, 180mm.

Front sprocket: DB 1/2" x 3/32", 43T alloy.

Bottom bracket: Steel, caged bearings.

Chain: D.B. black and chrome, 1/2" x 3/32".

Freewheel: Shimano E-Z Off, 16T.

IV. STEERING

Grips: DB, Kraton rubber with donuts.

Handlebars: Reactor Series, high-tensile steel.

Stems: DB alloy, 52mm reach, chromoly shaft.

Headset: DB steel, caged bearings with double locknut.

V. SEATING

Seat: DB Super Lite.

Seatpost: DB 16" chromoly, straight.

Seatpost clamp: DB, alloy.

VI. BRAKES

Calipers: ACS Tangent Gripper U-brake.

Levers: ACS 670, hinged.

VII. ACCESSORIES

C.P.S.C. equipment.

VIII. WEIGHT

24 lbs., 8 oz.

IX. PRICE

\$325

X. COUNTRY OF ORIGIN

Taiwan

XI. ADDITIONAL INFO

Western States Imports

4030 Via Pescador

Camarillo, CA 93010



Diamond Back's new cranks held up to all the abuse a top expert could put 'em through.

◀ The wishbone rear triangle is drilled for a regular caliper for those who prefer one. The welds on the bike looked this good.

CLOTHING TO COVER THE SCARS





WOODWARD NATIONALS

Story by Karl; Images by the Beave

□ Not long ago a few of my buddies and I were kickin' back dockside on Lake Berryessa in NorCal. We were enjoying a mellow afternoon of babe spectating when two local homeboys cracked onto the scene.

One of the guys, whom we'll call Larry, situated himself on the shore of a nearby cove. He was putting on a pair of water skis that looked like they dated back to prehistoric times. Meanwhile, his comrade, whom we'll call Lester, was floating in a beat-up ski boat, whose real name was Missy, in water so shallow that the propeller was almost digging a trench.

After watching the two for a while, it became apparent to us that Larry was going to attempt to ski off of the cove's shore straight into the water. I'd seen such stunts executed before, but this one was different—these guys weren't pros. As the scene continued to unfold, Larry positioned himself ten yards away from the water and Lester threw him a tow rope as he revved Missy's tired engine. Both victims seemed incredibly happy as though they'd just discovered the meaning of life when their unforgettable words rang out: "ARE YOU READY, SKI KING?" bellowed Lester. "LET IT HAPPEN, CAP'N!" replied Larry anxiously.

That cue prompted Lester to slam down Missy's throttle and lunge forward. As Missy's bow rose high up into the air, giant clouds of blue smoke blew out of her exhaust pipes. Larry clenched the tow rope tightly, maintaining his enthusiasm, as he watched the slack race away with Lester. Then, in almost a split-second, the tow rope abruptly tightened up and yanked the ski king completely off the beach and sent him sailing through the air, much to his surprise, of course. Lester then dragged Larry, Superman-style, for a few seconds before he realized what had happened. Lester eventually carved ol' Missy back around toward shore while Larry torpedoed himself into the water with his arms stretched above his head. His screams were quickly muffled by the water and

his newly lengthened arms had obviously been pulled out of their sockets. When the paramedics arrived some time later, they warned the crowd not to duplicate Larry's stunt as they tried to hold back their laughter.

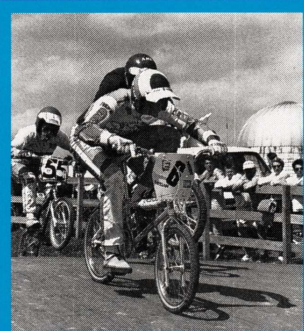
THE RELATION?

So, what do two brain-dead thrill-seekers from NorCal have to do with a BMX National in Pennsylvania? Well, the Woodward BMX Training Camp is out in the middle of nowhere, like Lake Berryessa. Woodward's oasis of life hosted a two-day national that caused a scene sort of like Lester and Larry did. Saturday's 187 motos and Sunday's 190 motos were filled with racers who demonstrated speed kind of like . . . yeah, you guessed it, Missy the super boat. There were spectators spectating under the hot sun, with some of the females wearing bikinis. The guy working Woodward's hydraulic gate continually exclaimed, "Riders ready! Watch the lights!" which could be compared to Lester's, "Are you ready, ski king?" The local medics and ambulance crew that tended to bailed racers acted just like the paramedics that came to Larry's rescue, except Woodward's gang didn't laugh.

A few factual things that Woodward did have over the lake scene are the following:

Ron Walker won A Pro Saturday and Pro Cruiser Sunday, but GT's Gary Ellis smoked Pro Open both days and took A Pro Sunday. GT's 12X In Hee Lee doubled both days as well as CycleCraft's 13X Mark Sterious and 14X Gary De-Backer. James Prichard jammed the weekend wearing GT factory colors and landed two seconds in 18 Expert and a win in 18-20 Cruiser on Saturday. Other notable shredders were CycleCraft's Craig Reynolds with wins in 16 Open both days, GT's David Milham who doubled in 16X on Saturday and pulled another 20-inch win in 16X on Sunday and the up-and-coming Chase Didget who doubled on the rest of the 15Xs on Sunday.

Now, before we rule out Larry the



Craig Reynolds rocketed himself to wins in 16 & Over Open both days. We bet Megan was proud.

Gary Ellis made his queen race manager Root Girl Slim very happy at Woodward. In other words, he jammed. ▶

water-slug ski king from any victories altogether, keep in mind that he doubled too—he pulled both of his arms out of their sockets.

Now that both events are past tense, it's tough to compare them in overall radness. Mmm, both were exciting and fun with some intense thrills and spills, seeing how the racers jammed and Larry slammed. The main difference that I can admit to is that I cheered on the racers and I laughed at Larry.

MORALS

Water skiing: If you leave too much slack in your tow rope when attempting mega-stunts, chances are your mission will fail and you'll increase your arm span at the same time.

Racing: If you consistently give other racers too much slack, they'll beat you over-and-over until they've doubled in your classes.

Life: If you slack off in your everyday world, you may find small problems growing into big problems as well as your never becoming a good water skier or BMX racer.



Choo Choo ooo.



"The Amtrak" Charles Townsend is a truly dedicated professional. He takes BMX racing very seriously, and takes no prisoners! Chuck spends each day training, practicing starts, sprints, and speed jumps. All for three 30 second main events. Right now, his hard work is paying off. Chuck is currently leading the ABA #1 Pro Points chase.

To win like Chuck does, you must have total confi-

dence in yourself and your equipment. His training program builds the personal confidence and Diamond Back builds his equipment.

Chuck rides a fully equipped 1990 Reactor frameset, with wishbone seatstay, and superior race geometry. With his confidence and equipment like this, it's no wonder he's leading the Pro Points race. Diamond Back, bikes you can count on!

DIAMOND BACK

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NRI WOODWARD

Ron Walker and the rest of the A Pros kept Gary Ellis on the gas all weekend long, but in this moto Ronnie tried too hard to chop down "The Lumberjack" and took himself out, crashing Rob Hughes (20) in the process.



New MCS recruit Jonathan Lee came all the way up from Florida to jam at Woodward, but jelled instead. However, he did make Saturday's incredibly tough 9X main event—an achievement in itself.



Smokin' hot like fire, David Milham absolutely roasted the rest of the 16Xs. Here he looks back on his comp before he burns them, while Alessandro Astrini (25A) avoids the heat by diving off the berm.



Anticipation.

NBI
WOODWARD



B Pro Corey Unger almost gripped a win in Sunday's Pro Award, but lost his surprise holeshot to A Pros Billy Au and Gary Ellis. Awww, heck!



Family life.



That's Titan's Mark Tartaglia gettin' on down with the rest of the 12-year-old cruisers, but in Hee Lee is the dude who got on top of the class with wins both days.

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89' Haro Team Master	\$499.00

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89' Group 1B	\$209.00
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89' Group 1 Team	\$469.00

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87' Pro F/S Team	\$389.00
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88' GT Performer	\$189.00
88' Pro F/S Tour	\$309.00
88' Pro F/S/T Team	\$429.00
89' GT Vertigo	\$189.00
89' GT Performer	\$219.00
89' Pro F/S Tour	\$299.00
89' Pro F/S/T Team	\$459.00

DYNO

87' Dyno D-Tour	\$169.00
87' Pro Compe	\$279.00
87' Pro Compe Team	\$389.00
88' Pro Compe	\$299.00
88' Pro Compe Team	\$419.00
89' Dyno Compe	\$169.00
89' Dyno D-Tour	\$209.00
89' Pro Compe	\$299.00
89' Pro Compe Team	\$449.00

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88' RL 20 B	\$189.00
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CRANKS CRANKS CRANKS

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New Haro Fusion	CALL

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ON TOP OF WHAT'S HOT!



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REDLINE WOODWARD

RESULTS:
NBL WOODWARD
NATIONALS
Woodward, PA
Sponsored by Schwinn
SATURDAY

A PRO		WINNINGS	Dylan Pentecost
1. Ron Walker/			Jay McNeill
MCS-Eagle Snacks	\$168	16 & OVER OPEN	
2. Jamson Hendler/			Michelle Cairns
Bike City	105		Rayner Matthews
3. Ross McMahon/BADD	63		Michael Lousman
4. Craig Seibert	42	14-15 OPEN	
5. Troy Brown	42		Adam Richards
6. Gary Ellis/GT			Brian Simmel
7. Tony Sheets/Red Line			Augie Beilanca
8 PRO		WINNINGS	
1. Jud Clancio	\$620		Kevin Hall
2. Corey Unger	310		Melanie Cline
3. Clay Goldsmd	232		Hurley Hatch
4. Mike Kinyaloc	124	10-11 OPEN	
5. Doug Zimmer	93		Frank Gregory
6. Doni Hier/Titan	77		Jeff Brun
7. Mike Patrick	62		Matt McCarver
8. Rob Hughes	31	8-9 OPEN	
PRO AWARD		WINNINGS	
1. Gary Ellis/GT	\$80		Ryan Curtner
2. Ross McMahon/BADD	50		Andrew Hanna
3. Ron Walker/		42 & OVER CRUISER	
MCS-Eagle Snacks	30		Raymond Gagnon
4. Corey Unger	20		John Radi
5. Rob Hughes	20		John Seavolt
18 & OVER EXPERT			
Craig Reynolds		34-41 CRUISER	
James Prichard			Robert Johnson
Darrin Waterbury			Terry Shaughnessy
17 EXPERT			
Rayner Matthews		25-33 CRUISER	
Bryan Mason			Bob Strandberg
Todd Lyons			Bryan Mason
16 EXPERT			
David Milham		21-27 CRUISER	
Brian Foster			Tony Ashley
Tray Hines			Jim Tapscott
15 EXPERT			
Sean Birney		18-20 CRUISER	
Chase Digdet			James Prichard
Erik Abbadessa			Darrin Waterbury
14 EXPERT			
Gary DeBacker		17 CRUISER	
Brian Roeske			Todd Lyons
Darin Lova			Brian Gagnan
13 EXPERT			
Mark Sterious		16 CRUISER	
Timothy Strelecki			Steve Smith
Mike Luna			David Milham
12 EXPERT			
In Hee Lee		15 CRUISER	
Shawn Bone			Kevin Lieb
Billy Bowlick			Shawn Richards
11 EXPERT			
Eric Cunningham		14 CRUISER	
Frank Gregory			Wade Porter
Joey Barnes			Gary DeBacker
10 EXPERT			
Joey Dougherty		13 CRUISER	
Michael Cottier			Mark Sterious
Michael Schaffer			Gasko
9 EXPERT			
Trey Carroll		12 CRUISER	
Andrew Hanna			Timothy Strelecki
Ryan Curtner			
8 EXPERT			
Matthew Hanna		11 CRUISER	
Erik Randall			Jeff Richman
Bennett Stapf			
7 EXPERT			
Jonathan Hart		10 CRUISER	
Chad Lowic			Mark Sterious
Bubba Lang			
6 EXPERT			
Keegan Burke		9 CRUISER	
			Ronnie Gasko
			Timothy Strelecki

Woodward is known
for having many
sights to be seen.

3. David Clymer/Pedaller	189	Matthew Chilleri
4. Billy AuDK	100	Adam Wilson
5. Troy Brown	75	8 EXPERT
6. Craig Seibert	63	Keegan Burke
7. Jamson Hendler/		Jack Kilburn
Bike City	50	Dylan Pentecost
8. Jimmy Pugin	25	16 & OVER OPEN
B PRO		
1. Mike Kinyaloc	\$500	Craig Reynolds
2. Doni Hier/Titan	325	Michael Lousman
3. Clay Goldsmd	200	Scott Blumestock
4. Mike Patrick	150	14-15 OPEN
5. Jud Clancio	100	Adam Richards
6. Geoffrey Saengoba	60	Raymond Caswell
7. Doug Zimmer	40	Brian Simmel
8. Corey Unger	25	12-13 OPEN
PRO CRUISER		
1. Ron Walker/		Kevin Hall
MCS-Eagle Snacks	\$270	Michelle Cairns
2. Jimmy Pugin	168	Ben Ward
3. Craig Seibert	101	10-11 OPEN
4. Kevin Sharpe	67	Frank Gregory
5. Rich Carolan	67	Jeff Brun
PRO AWARD		
1. Gary Ellis/GT	\$70	Steven Edgecomb
2. Billy AuDK	43	8-9 OPEN
3. Corey Unger	36	Trey Carroll
4. Rob Hughes	17	Jonathan Lee
5. David Clymer/Pedaller	17	Mike Fickett
18 & OVER		
EXPERT		42 & OVER CRUISER
Dave Williams		Raymond Gagnon
James Prichard		Jeff Malach
Jamie Stancil		Bob Warnicke
17 EXPERT		
Bob Strandberg		34-41 CRUISER
Dennis Tilton		Rich Long
Jason Theodore		Terry Shaughnessy
Robbie Morales		Jon Robertson
16 EXPERT		
David Milham		28-33 CRUISER
Brian Foster		Bob Strandberg
Michael Lousman		Ray Elden
15 EXPERT		
Chase Digdet		Kelvin Burke
Sean Birney		21-27 CRUISER
Bob Godfrey		Tony Ashley
14 CRUISER		
Gary DeBacker		Kelly Baker
Brian Roeske		Dave Williams
Eric Jensen		18-20 CRUISER
13 EXPERT		
Mark Sterious		Mark Heckler
Kevin Hall		Nathan Rubinkam
Mike Luna		Marcus Danko
12 EXPERT		
In Hee Lee		17 CRUISER
Mike Frazee		Mark Zaleski
Mark Tartaglia		Jason Theodore
11 EXPERT		
Frank Gregory		Chad Spalde
Joey Barnes		16 CRUISER
Chris Rich		Troy Hines
10 EXPERT		
Matthew Cutbill		Todd Cambio
Jeremy Everidge		Jerry Zinsor
Kevin Wallose		15 CRUISER
9 EXPERT		
Wade Porter		Chase Digdet
Timothy Strelecki		Wade Porter
Ronnie Gaska		14 CRUISER
8 EXPERT		
Matthew Hanna		Gary DeBacker
Billy Ezell		Eric Jensen
Jonathan Arist		Brian Colegrove
		13 CRUISER
		Mark Sterious
		Timothy Strelecki
		Ronnie Gaska
		12 CRUISER
		In Hee Lee
		Trey Carroll
		Billy Bowlick
		George Weinberg
		9-11 CRUISER
		Eric Cunningham
		Joey Barnes
		Jerrad Trimmer
		16 & OVER GIRLS
		Jennifer Wardle
		Heather McKenzie
		Jennifer Brady

"Kermit the Frog"
was hanging out in
the pits and no one,
not even Rich Bart-
lett, could figure out
why.

15 GIRLS	Jessica Towles
16 GIRLS	Stephane Willis
17 GIRLS	Tiffany Nagy
14 GIRLS	Patti Rice
15 GIRLS	Dana Depuy
16 GIRLS	Tammy Gesswin
17 GIRLS	Melanie Cline
18 GIRLS	Michelle Cairns
19 GIRLS	Susie Waldvogel
20 GIRLS	Jennifer Amico
21 GIRLS	Tammy Balazs
22 GIRLS	Jennifer Martin
23 GIRLS	Monica Kelly
24 GIRLS	Chelsey Rose
25 GIRLS	Christy DeWitt
26 GIRLS	Kimberly Martin
27 GIRLS	Shanna Jones
28 GIRLS	Brandi Pawls
29 GIRLS	Jennie Rubacha
30 GIRLS	Melissa Richards
31 GIRLS	Becky Smith
32 GIRLS	Jennifer Lynn
33 GIRLS	Alisha Groppi
34 GIRLS	Samantha Hoffman
35 GIRLS	Marleah Stof
36 GIRLS	Whitney Campbell
37 GIRLS	Christina Callahan
38 GIRLS	NOVICE CLASS
39 GIRLS	Danny Beason
40 GIRLS	Michael Randolph
41 GIRLS	Robert Fitzgerald
42 GIRLS	Michael Hummel
43 GIRLS	Chris Spratt
44 GIRLS	David Baker
45 GIRLS	Joshua Wharton
46 GIRLS	Casey Slumskieski
47 GIRLS	Allan Ford
48 GIRLS	Mike Farnsworth
49 GIRLS	Craig Parkins
50 GIRLS	5 & UNDER: Billy Aubut
51 GIRLS	BIKE SHOP TEAM
52 GIRLS	1. Coastal
53 GIRLS	2. Wheel Power
54 GIRLS	3. Cycle Works
55 GIRLS	OPEN TEAM
56 GIRLS	1. GT
57 GIRLS	2. CycleCraft
58 GIRLS	3. Wilk Racing

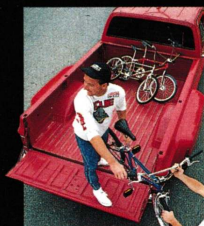
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ROUND #2 EXPLODES AT THE WOODWARD. . .

KING OF VERT

The "Cracker Jack" prize!



Ron Wilkerson "2-Hiply" hovers above it all.

□ "Twenty seconds, Matt!" was what Kevin Martin blared just prior to Hoffman's unsuccessful 900 attempt as he tried to duplicate his incredible performance at Round #1 of the K.O.V. series in Toronto, Canada. However, Round #2 at the Woodward BMX Training Camp in Pennsylvania ended with Hoffman this time crashing to the 'pipe's flatbottom and blowing his winning streak. When the pro results were announced, the kid Cracker Jack himself, Joe Johnson, landed his first pro K.O.V. win in the States. Johnson is the new generation of pro GT ramp riders; as Josh White was quoted, "Joe is to me exactly what I was to Eddie [Fiola]." While Josh spent his Sunday detailing cars, Joe threw down a ramp routine that even a mother could appreciate (his mom drove out from Stoughton, Massachusetts, to see him jam). The six other pros including Matt kept him honest with general powerhouse runs of their own; it was a cold battle to the bone.

PRO VARIATIONS

The following is a compilation of the main moves judged in the pro finals and the riders who executed them:

Joe Johnson: Candybar cancan things, no-footed cancans, cancan lookbacks, 540s, railing footplants, front-wheel flyouts to disasters, tailwhip airs, a double tailwhip air and a triple tailwhip air attempt.

Craig Campbell: Tailwhip flyouts to disasters, alley-oop peg grinds, rock walk drop-ins, front hop drop-ins, no-footer one-handers, rocket airs and three 540s—back-to-back.

Matt Hoffman: Indian airs, bar-hop airs, tailwhip airs, bar-spin disasters, railing footplants, cherrypicker drop-ins, no-handed 540s and a 900 attempt.

Brian Blyther: Bio-airs, cancan X-ups, candybars, super chickens, sprocket grinds, 540s on both the regular 'pipe

and the punk ramp and a 900 attempt.

Dave Voelker: No-handers, cancans, cancan lookbacks, Voelker flyouts and footplants, manuals, sprocket grinds, 540s and 900 attempts.

Dennis McCoy: No-footed cancans, cancan X-ups, candybars, rock walk drop-ins, manuals and backward bunny-hop drop-ins.

Ron Wilkerson: Lookbacks, no-handers, rocket airs, front hop drop-ins, no-handed disasters, abubacas and 540s (including one without a chain).

AMATEUR HEAT

Out of the 20 amateurs who battled it out in qualifying, only eight emerged eligible for the finals. The fight for the number-one spot heated up primarily between Canada's Jay "Nutball" Miron and Pennsylvania's Gary "Pinky" Pol-lak. Jay turned in final runs that includ-



Woodward's "King of Vert" war front.

KING OF VERT

Round #2 of the KOV was smack-dab in the middle of campland in Woodward, Pennsylvania. The campland, however, was in the middle of more or less nothing—and no, the neighbors didn't complain about the noise.

KING OF VERT: ROUND #2

Sponsored by Vision Street Wear/\$2500 Pro Purse Woodward, Pennsylvania

PRO	SCORE	WINNINGS	AMATEURS	SCORE
1. Joe Johnson	8.81	\$1050	1. Jay Miron	8.74
2. Craig Campbell	8.77	\$500	2. Gary Pollak	8.74
3. Matt Hoffman	8.75	400	3. Steve Swope	8.66
4. Brian Blyther	8.69	250	4. John Byers	8.44
5. Dave Weiler	8.57	150	5. Jess Oyenorth	8.36
6. Dennis McCoy			6. Chris Potts	8.33
7. Ron Wilkerson			7. John Doyle	8.31

*Since Jay and Gary tied, their dropped scores were averaged into their initial scores, which ended up with Jay pulling the win.



Joe Johnson gets new wave with a candy-bar cancan thing, all with the same limb. It works.



Everyone has style—it's just that some people let it flow better than others. Brian Blyther is one who needs no lessons.



People who say that there are no more tricks to invent obviously aren't on Matt Hoffman's wavelength. Look real close and notice the boy wonder in the midst of a no-handed 540.

All in all, the Woodward weekend was quite the ragin' success. The only serious injury suffered was by Chris Potts who sliced his leg open on . . . what else but a 900 attempt? That question leaves more behind concerning the element of danger involving modern ramp

riding. As of yet, the sport has only seen a few close calls, and let's hope the trend stays slim. Peace.
THE QUOTED
"Man, it's going to [be lame] riding after all this mayhem!"—Dennis McCoy during the Pro finals explosion of 900 at-

tempts.
"It only costs \$2 to be 2-Hip."—A Woodward trainer using psychology as a tool for fund-raising.
"What? I always dress like this."—Spectator Chris Lashua defending his GQ look. □

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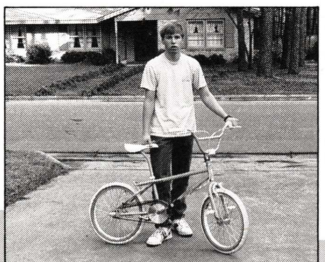
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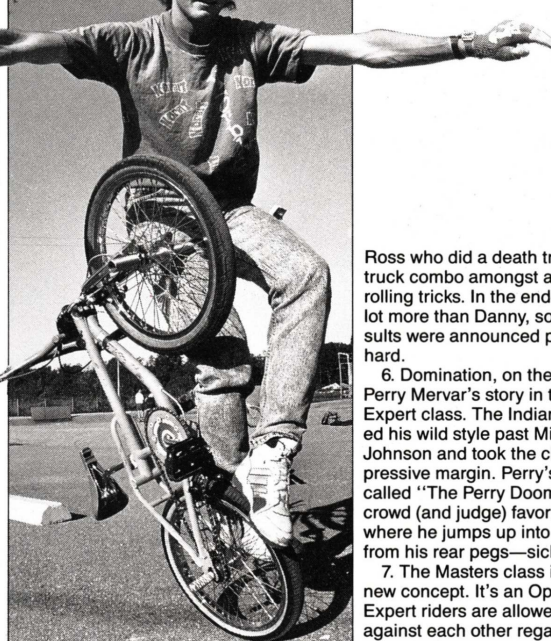
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AFA MASTERS SERIES

Round #2:
It's the real
McCoy!



This is Perry Mervar scuffing a cross-footed stick-b. If you've heard of him lately, it's probably because he's been rippin' up the contest scene. He grabbed the 18 & Over Expert win in Texas and also most recently in Pennsylvania. He's on the way up.

RESULTS:
AFA MASTERS SERIES: ROUND #2
Bristol, Pennsylvania
Sponsored by Vision Street Wear, GT, ACS, Odyssey
and Charlie's Bike Shop

PRO	SCORE	WINNINGS	
1. Dennis McCoy/VIP Concepts	96.7	\$500	
2. Kevin Jones/GT	96.2	\$50	
3. Bill Neuman	92.9	\$250	
MASTERS			
1. Tommy Simpson	85.0	3. Ricky Newberry 82.6	
2. Jay Jones (won runoff)	84.6	18 & OVER	
3. Pete Kearney (lost runoff)	84.6	INTERMEDIATE	
4. Danny Regency	84.0	1. Greg Melaney 87.3	
5. Josh Marcello	82.3	2. John Stapleton (won runoff)	86.6
18 & OVER EXPERT			
1. Perry Mervar	89.6	3. Rob McVeigh (lost runoff)	86.6
2. Jim Johnson	87.6	15 & UNDER	
3. James McGraw	87.0	INTERMEDIATE	
4. Sean Leslie	84.2	1. Fred Franke 88.0	
5. Mark Easton	84.2	2. Ken Leupold 87.6	
16-17 EXPERT			
1. Ross Smith	89.6	3. Marc Regan 85.3	
2. Danny Meng	89.0	18 & OVER NOVICE	
3. Craig LePage	88.3	1. Steven Bailey 86.3	
4. Tommy Simpson	87.3	2. Dylan Taylor 84.8	
5. Josh Massale	87.3	3. Steve Vivinetto 81.6	
14-15 EXPERT			
1. Jesse Kramer	89.3	1. Chris Jones 86.3	
2. Jamie West	88.6	2. Brett Colucci 84.3	
3. Brian Miller	88.3	3. Eric Cookus 82.6	
4. Carl Argila	86.6	13 & UNDER NOVICE	
5. Jason Hughes	85.0	1. Ryan Swain 84.8	
13 & UNDER EXPERT			
1. Matt Smith	89.0	2. Luke Crossman 84.3	
		3. Mark Mazza 83.3	

Ross who did a death truck to dump truck combo amongst a load of other rolling tricks. In the end Ross touched a lot more than Danny, so when the results were announced people cringed hard.

6. Domination, on the other hand, was Perry Mervar's story in the 18 & Over Expert class. The Indiana resident blasted his wild style past Missouri's Jim Johnson and took the class with an impressive margin. Perry's own creation called "The Perry Doom" was the crowd (and judge) favorite. It's a move where he jumps up into a rubber ride from his rear pegs—sick!

7. The Masters class is a relatively new concept. It's an open class where Expert riders are allowed to compete against each other regardless of their age. Mark that heavy win for Massachusetts' Tommy Simpson.

8. Though small in size, the Pro class wielded its usual amount of intensity. Both Bill Neuman and Kevin Jones made their Pro debuts with valid attempts to beat veteran hard-core Dennis McCoy. But even though they both spilled loads of originality onto the contest floor, they didn't measure up to the speedy style of the real McCoy. The two rookies did, however, show off the raddest trick of the weekend—the hitchhiker. Jones took it one step further by rolling its reverse version called the backpacker. That Kev, he's always innovating.

9. Realize that the Novice and Intermediate riders are rad these days. Most have the talent to be Experts—they just seem to be holding back in comps to gain experience. So be warned, you Experts: there are a ton of hot stylers on your trail.

10. If you have missed the first two rounds of the Masters Series, you can't afford to miss any more if you still want a shot at a national title. You'd better get to the next four events and jam! So does that mean we'll see you at Idaho's Round #3? Good. □

A GRIND IS
A TERRIBLE
THING TO
WASTE.



D
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\$3 FOR A NEW DYNO CATALOG AND STICKER PACK.



Maurice "Computers" Meyer, Eric "The Real Terminator" Emerson, Aaron "Homework" Dull, and Mike "Stuntman" Golden all participate in a roll by on San Francisco, CA's Norfolk alley (where graffiti IS legal, mind you!) while Vogue and Schmo express themselves.

TRICKSPREAD



MEET THE STREET

Writings by Karl; visuals by the Beave

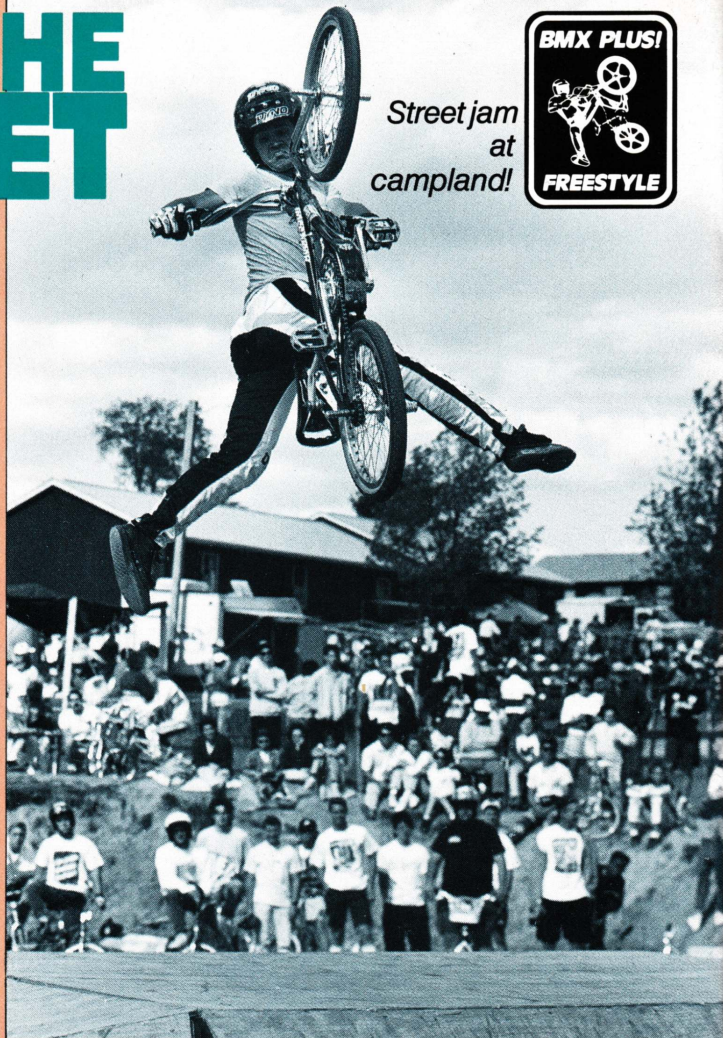
□ About an hour after the Beave (our staff photo hound) and I arrived at the Woodward mega-sport campland in Pennsylvania, I realized I was no longer in Cali. I don't know, maybe the time change delayed my brain reaction, or maybe it was because there were so many familiar folks at the "Meet the Street" site. Whatever the reason may have been for my lapse that Friday, I overcame it by gazing at the amazing feats of the street purists in the day-long jam the following day. It was an actual contest, but how is someone supposed to judge street riding accurately anyway? The popular vote would agree that all those who competed/rode were rad. Some of the guys who didn't qualify were quite stressed (e.g., a skinhead and a dreadlocker), but it just goes to show you that the street scene will face controversies just like any other competition sport. The way an individual looks upon street riding can either make it fun or make it a chore. Those in doubt should make a choice—it's a free country.

THINGS REMEMBERED

A total of 48 "good guys" competed in an initial qualifying round on Saturday, which was followed up by a sub-jam to determine who was hot enough for the finals. The "great guys" on the other hand were narrowed down to ten riders out of an original pack of 17 in just one qualifying round.

The ramps were plentiful and of many kinds. Greg Flowers deserves a ton of credit for getting them dialed. The same goes for Kevin Martin who hauled a few veteran 2-Hip street ramps all the way out from San Diego. The trip took 56 hours nonstop in the brand-new 2-Hip van. Chris Day, Pete Augustin, Craig Campbell, Jess Dyrenforth and Oscar Gonzales all aided Kevin in the feat and scammed free rides in the process.

It's hard to say which guys were the raddest of the rad, but one couldn't overlook Brian Blyther and Craig Campbell spinning 540s over the cone-transitioned link ramp, Chris Moeller, Dave Voelker and Rich Bartlett tweaking jumping styles, Eddie Roman and Jay Miron twisting 360s with variations, and without a doubt, Dave Clymer jumping the car, dropping in on the wall and presenting a toast (think about it) all in one run.



Yeeooww! Did he pull it? Does it matter?

Craig Grasso got a tad moody (like this photo) after he didn't qualify in the Great class. ►

REALITY

What was truly important at the street fest was riding . . . not attitudes or images. The whole sport of freestyle is at a point where "a boy riding his bike past all the hype" is of the essence. The concept of riding because it's an honest obsession is back in full force. One shouldn't ask why the obsession vanished in those who quit the sport; just realize it never left those who still ride today—the hard-cores in soul.

QUICK QUOTES

"When was the last time you saw a street with launch ramps in the middle

Street jam
at
campland!



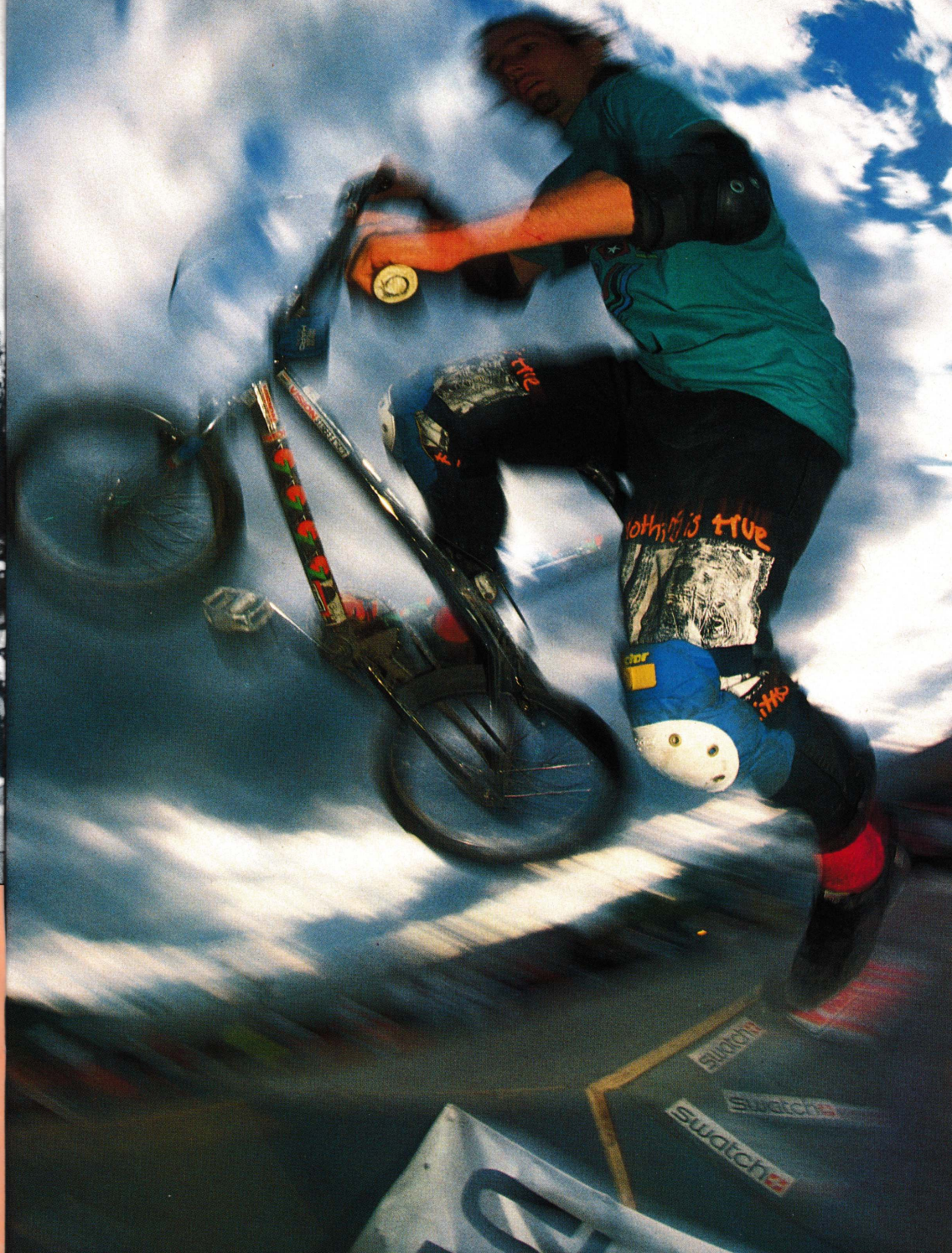
of it?"—Paul "Strictly Street" Mackles trips on the definition of "street."

"You'd better move back, he hates crowds!"—Kevin "2-Hip" Martin gives fair warning during Pete Augustin's qualifying run.

"What a punk! [laughter]"—Scott "Freelance" Towne on Dave Clymer's antics.

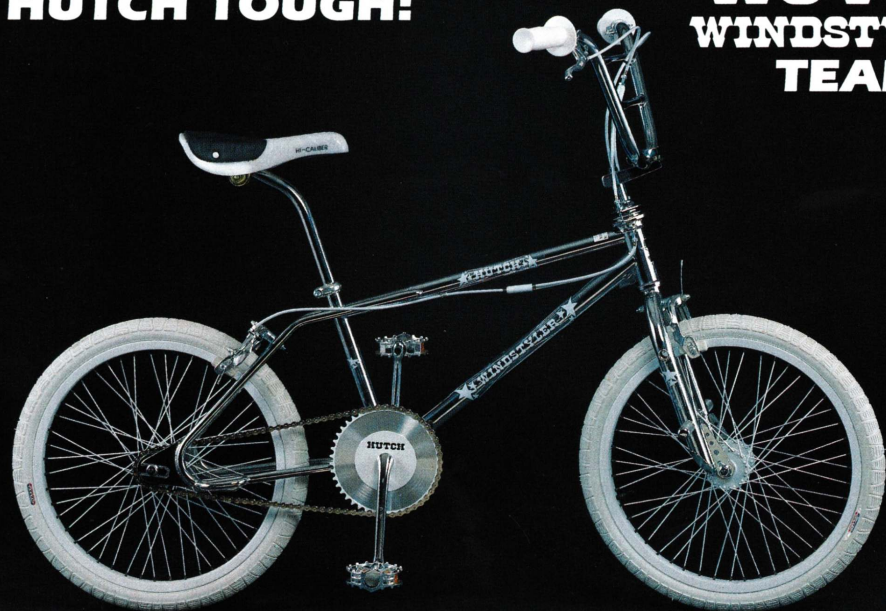
"It should've been a bloody jumping contest."—Jess "Street Moves" Dyrenforth on airs.

"I'm definitely going to enter next time."—Mike "Tweaked Back" Miranda after witnessing "Meet the Street" soul.



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HUTCH TOUGH!**

**HUTCH
WINDSTYLER
TEAM**



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1 HOT BIKE**

**HUTCH
EXEL**

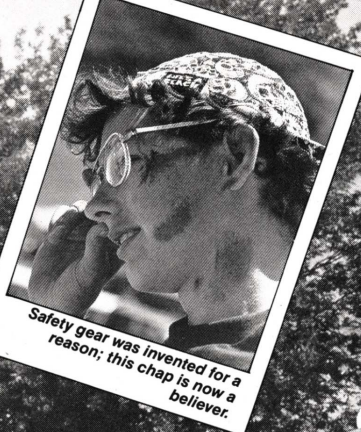


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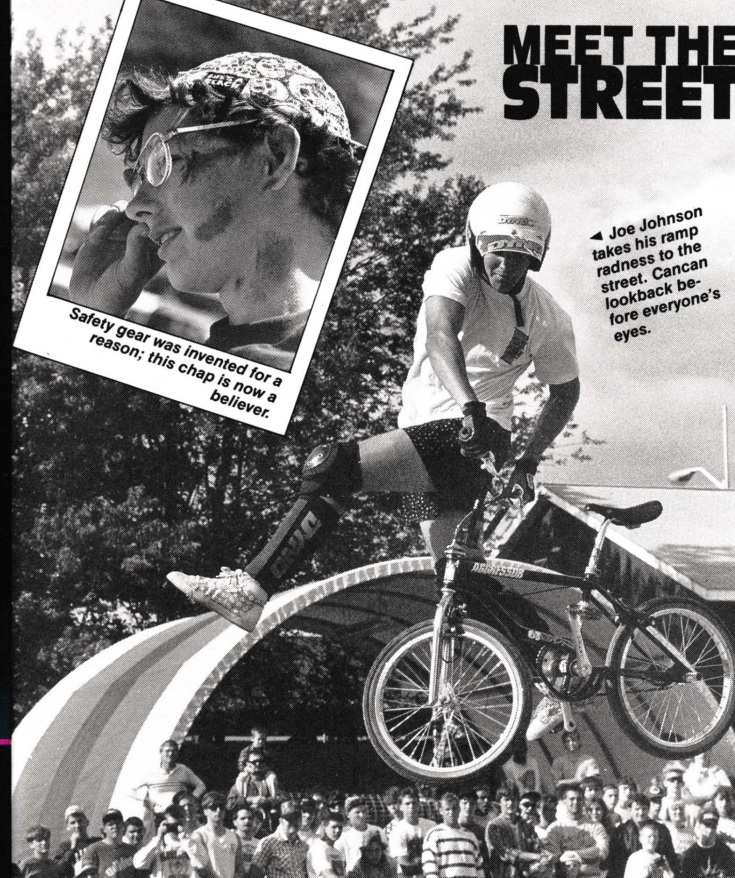
SEND \$6 FOR T-SHIRT & STICKER PACK.

**MEET THE
STREET**



Safety gear was invented for a reason; this chap is now a believer.

Joe Johnson takes his ramp radness to the street. Cancan lookback before everyone's eyes.



MEET THE STREET: ROUND #2
Sponsored by Swatch/\$1500 Great Purse
Woodward, Pennsylvania

GREAT	SCORE	WINNINGS
1. Dave Voelker	8.42	\$500
2. Craig Campbell	8.31	325
3. Brian Blyther	8.08	200
4. Ron Wilkerson	7.88	150
5. Eddie Roman	7.68	100
6. Dave Clymer	7.67	75
7. Todd Anderson	7.45	75
8. Rich Bartlett	7.28	75

GOOD	SCORE
1. Jay Miron	8.25
2. Mark Eaton	7.85
3. Jess Dyrenforth	7.94
4. Joe Gruttola	7.77
5. Matt Hoffman	7.83
6. Sean Leslie	7.82
7. Gary Pollak	7.57
8. Kevin Jones	7.35
9. Oscar Gonzalez	7.32
10. Brett Hernandez	7.22

◀ Pete Augustin tested the Ford Granada's true-tempered glass because no one said (or dared to say) that he couldn't. Street contests deal with few rules.

PERSONALITY CHECK



• He's a rider. He's been around for years. He claims to be Gary Pollak's main man; Gary may claim otherwise. He's definitely an interesting figure (i.e., his identity and his physical proportion). He's a legend of the times. He's the ultimate comedy relief. He is Raybo. Learn from him.

NAME: Raymond Joseph Schlechpweg, Jr.

AGE: Physical—20; mental—11.

YEARS RIDING: "I've been streetin' for about 19 years, freestyling for about six years and racing for about 30 days. Right now I consider racing my specialty."

SPONSORS: Hammer Wear.

TRICKS INVENTED: "Let's see, that would be the Hoffmonian cancan, the Itson invert, the McCircle, the cherrypicker and the mucus donut."

WHO ARE YOU?: "Large Ray—Raybo, who did you think?"

WHAT ARE YOU?: "I'm a happening, charming young buck seeking attractive, intelligent . . . never mind."

WHERE ARE YOU?: "I'm usually in the control room unless my split personality 'Billy' takes over my circuitry. That happens in situations where laughter is badly needed."

WHEN ARE YOU?: "When? I'm always ready to go. Being Raybo is a way of life for me; it's not just a regular nine-to-five activity!"

WHY ARE YOU?: "My existence is based around the tension-relieving service that I provide through the simple art of laughter."

HOW ARE YOU?: "Extremely rare."

IDOLS: "Most everyone except for Fred Blood. There always was something about his true ability and his own interpretation of it that I could never put my finger on."

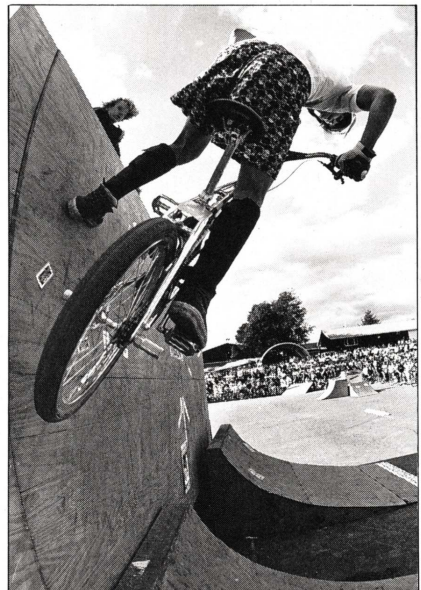
ADVICE: "Don't take contests too seriously; you could hurt yourself. Never give your phone number to Dave Fox or go roguing with Dennis McCoy. And never let someone tell you that chewy milk is good milk."

RAYBO FAN CLUB: "Yes, send all junk 'n stuff to: 449 Powderhorn Rd., King of Prussia, PA 19406." •

MEET THE STREET

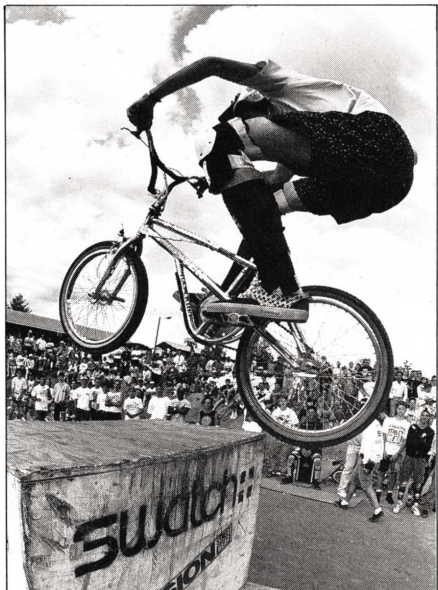


Craig Grasso didn't qualify in the Great class, but it definitely wasn't due to lack of radness. Better luck (which it seems to be) next time, Craig.



◀ If you can, do. If you can't, try. If you can't try, do it anyway. What that means is up to you. What's really important here is that Brian Blyther is lofting with style that's up to him.

Danny Schow left his NorCal niche to meet a street in Woodward, Pennsylvania. A successful journey it was. ▶ □



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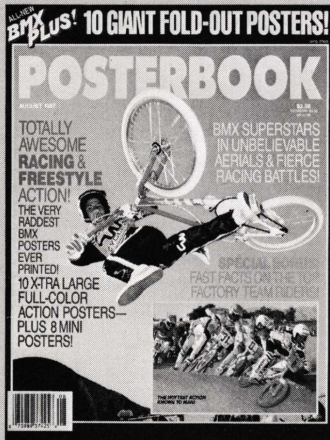
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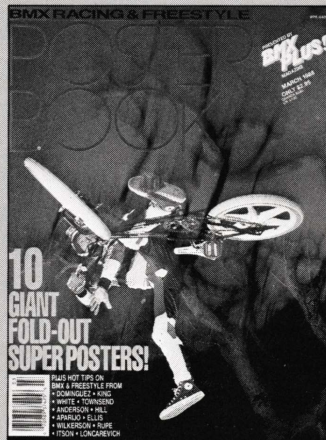
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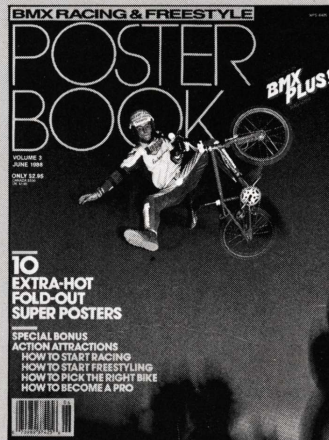
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MAKING YOUR BRAKES

☐ Your brakes aren't grabbing when you want them to, even if you pull the lever all the way back to the grip. You're blazing along, all set to hit the jump, scale the wall, or even cross the street, and out of nowhere something crosses your path. It could be a rut, a car, Charlie the cat or somebody trying to snake you going into a turn. Whatever happens, you can't be prepared to handle it if your brakes are greased mush! A daily ritual of maintenance can keep your brakes stopping you like Superglue.

The way your brakes work affects the way your bike handles and its overall "feel." If your brakes are set up right, you can go faster into a turn and brake harder, allowing you to go faster with more confidence. For freestyle, dialed brakes can mean the difference between pulling a trick and crashing.



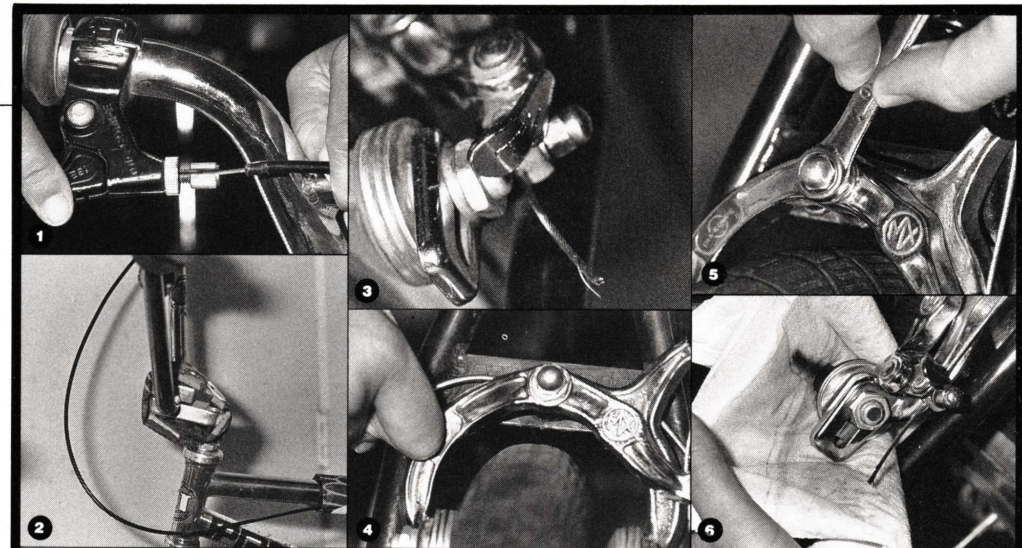
If your brakes are already dialed, you needn't read any further. If they don't work as well as you'd like, read on.

A FEW SIMPLE TOOLS

Just a few miscellaneous tools are all you'll need: various sizes of wrenches or a crescent wrench, maybe an Allen wrench or two (depending upon your brakes), wire cutters or aviation snips, some cleaner (Simple Green works

great, as do many cleaners like 409 or Fantastik), some grease and a little time. You may want to spring for a new cable and/or housing, too, depending upon their condition.

Let the photos guide you through the simple processes involved in making your brakes work exactly as you'd like them to. All it takes is a little patience.



1: Your cable transfers the force from the lever to the caliper. Make sure it's well-lubed (WD-40, Tri-Flow, etc.—NOT grease, because grease builds up in the housing and can hamper performance more than help it.) and the end isn't frayed. Make sure the lever is mounted just loose enough to move with a firm tug. If you fall, the lever will be able to shift a little instead of snapping.

2: The less friction your cable encounters, the better. Make sure it isn't kinked or bent sharply and keep it as short as possible. Try making it just long enough to allow you to spin the bars all the way around once and no further. Secure it to your frame with cable ties or a frame pad.

3: Check the cable end. If it is frayed or looks bad (in any spot, and the same goes for the housing), replace it. Try to keep 1"-2" of cable hanging past the anchor bolt and keep the end capped, either with a cable end (they come in cable packages and are available at bike shops) or a spoke nipple. Soldering the end is possible, but dangerous and much harder to remove than a cable end.

4: For these next few steps, either quick-release your brakes or loosen your cable by unscrewing the anchor bolt (the bolt that holds the cable to the caliper). Loosen the nuts

on the pivot bolt and unhook the spring from the tabs on the back of the caliper. Be careful, because that spring is strong and it can bite. Grab the ends and stretch them each out about 1" or so to put a little more "spring" into it. Before putting it back into place, put a little dab of grease on the inside of each of the tabs to cut even more friction. Be careful when you hook it back up because the spring will have more snap than ever, so use extreme caution.

5: Now tighten the pivot-bolt nuts down against each other. They should be just loose enough to allow the caliper a little back-and-forth play, but not much. Squeeze the brake together with your hand. If it moves together freely and snaps right back out, you're set. If it's hard to move and doesn't snap back, it's too tight. Now pull the cable snug and tighten the anchor bolt. Make sure that the nut that secures the caliper to the frame is tight, too. Turning it a little one way or another can help you center the caliper. If the caliper is way off center, use a screwdriver and hammer to tap the spring in whichever direction it needs to go.

6: It's a good idea to clean your rims and brake pads at least once a day. An ordinary rag and PJ1 Supercleaner, Simple Green, or other household cleaners can work wonders. ☐

LEARNING THE

BAREBONES

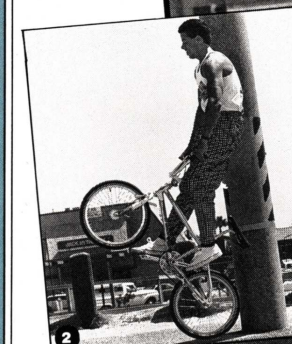
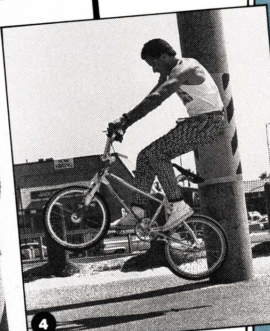
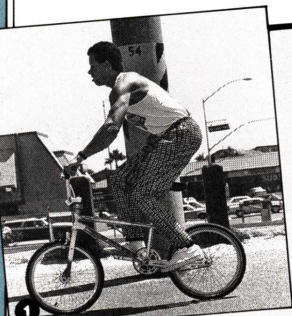
Essentials of freestyle

□ Everyone who's anyone in the world of freestyle as we know it started off with simple tricks. Basic tricks. Tricks that are the foundation on which any freestyler who's worth his weight in chromoly is built. These tricks can and will help you learn the balance, coordination and movements that will allow you to learn other tricks.

This is where you learn to "walk." When you master these tricks, you can

branch out into anything you would like. They will improve your bike-handling skills. With these you could make yourself a neighborhood star. Or more, if that's your goal. Go for it!

If you learn the basics of freestyle, you can work your way up to advanced maneuvers such as the hitchhiker, the frontrunner of all flatland tricks at the moment. Eric Emerson demonstrates. ►



BUNNYHOP: If you can

learn this trick, you'll be on your way. Bun-

nyhops can help you up curbs, over logs, improve your jumping skills, and set you up for moves like wall rides, abubacas, aerals and footplants. Ride along at a medium pace and crouch down like a spring. Then spring up, pulling up your front wheel first, then the back. Start on small objects, then work up. Cardboard boxes and sticks work well; if you land on 'em, they give.



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Our bicycles are equipped with top-of-the-line components such as ACS Sealed Bearing Hubs, A'ME Grips, ACS Brakes and Comp III style tires. The MAGNUM MINI also introduces the new MCS MINI SEAT with fiberglass seat post. The MCS Polished Stem is standard equipment. Both bikes are affordable, streetwise and race-ready.

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The MANTIS



The MCS MANTIS is the Ultimate lightweight mini frame set. Equipped with our sealed bearing B.B. and lightweight head-set. Frame/fork weighs 3 lbs. 7 oz. with a rider weight limit of 85 lbs.

The HURRICANE 20



The HURRICANE 20 is our Junior size frame set featuring "ovalized" tube design for lighter weight and added strength. Total weight frame/fork set 4 lbs. 10 oz.

The MAGNUM XLX

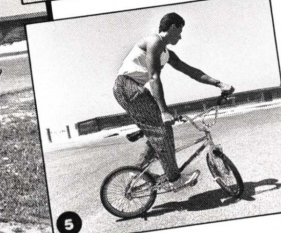
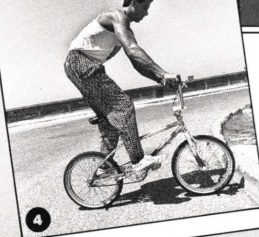
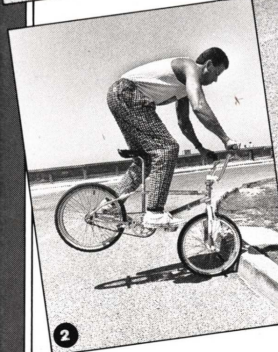
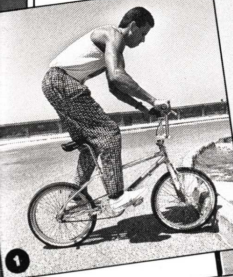


The MAGNUM XLX 20" frame set maintains the precision of the MAGNUM while adding 1 1/2" to the front triangle. The XLX is for the rider who demands a longer frame. The XLX is a POWER PRODUCT.

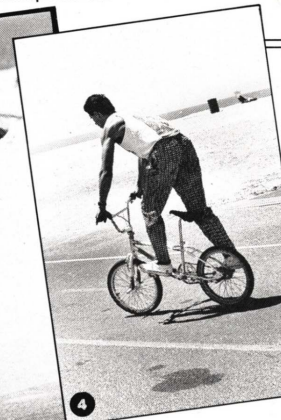
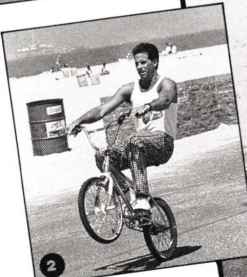
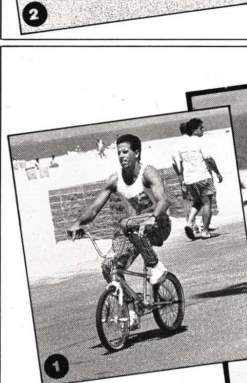
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ALL MCS PRODUCTS are constructed with aircraft grade 4130 Chromoly and manufactured in the U.S.A.

BARE BONES

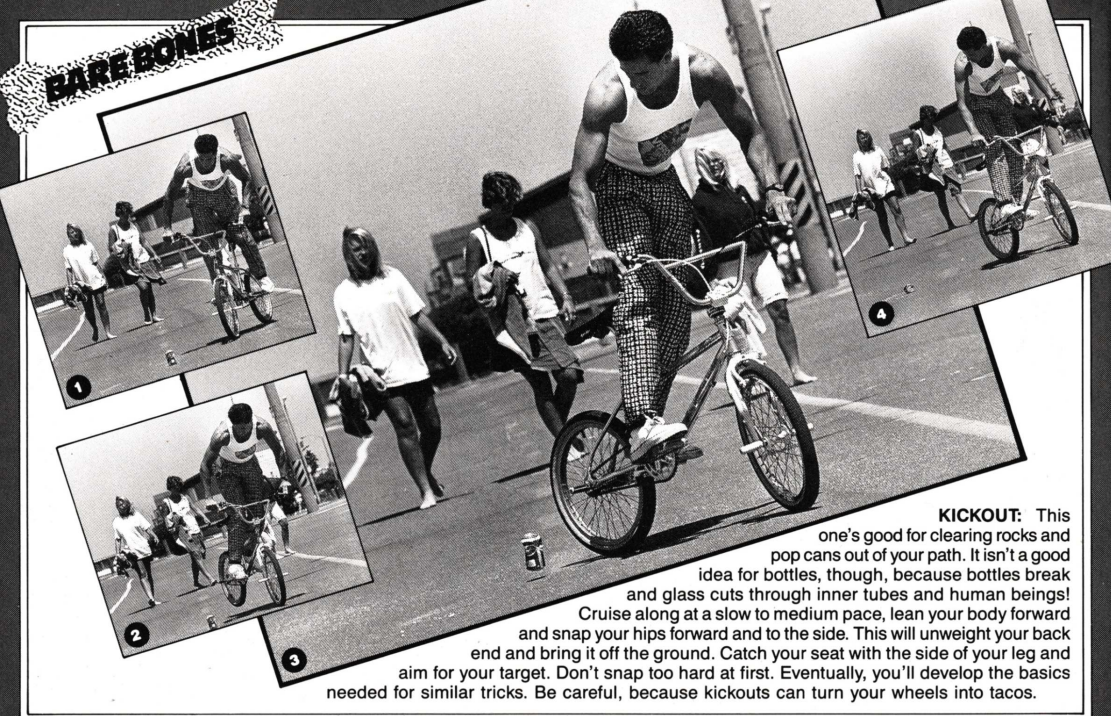


CURB ENDO: The basic curb endo teaches you the fundamentals you must know for things like front wheel hops, hang fives and hitchhikers. Ride up to the curb real slow, like you're sneaking up on it. Crouch down a bit, touch the curb lightly with your front wheel and snap your body and hips forward to lift your back wheel. Go up as far as your balance point, but no further, and tuck your body back. From here you can remove a limb or two (legs are easier than arms). If you start to go over the bars, just step over them and walk away. Otherwise, set your rear wheel down gently, let yourself roll back a bit and pedal off.



WHEELIE: Ride along, sitting, at a medium pace. Then lean back pulling the bars up and back while pedaling into them. Once you find your balance point, use body english to keep it. If you start to fall back, tap your brakes to bring the front end down a little. If your front end drops too far, lean back further and pedal a little harder.

BARE BONES



KICKOUT: This one's good for clearing rocks and pop cans out of your path. It isn't a good idea for bottles, though, because bottles break and glass cuts through inner tubes and human beings! Cruise along at a slow to medium pace, lean your body forward and snap your hips forward and to the side. This will unweight your back end and bring it off the ground. Catch your seat with the side of your leg and aim for your target. Don't snap too hard at first. Eventually, you'll develop the basics needed for similar tricks. Be careful, because kickouts can turn your wheels into tacos.

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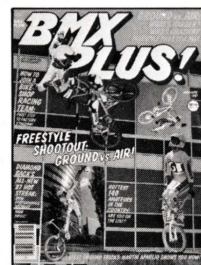
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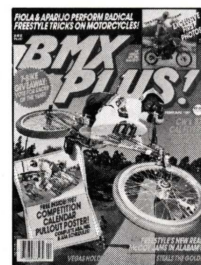
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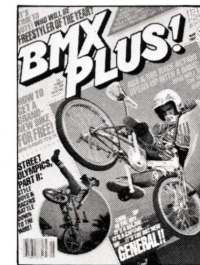
JANUARY '87
Diamond Back Hot Streak, Free Agent Racer, Ground vs. air, hot new amateurs, Arpanio interview, AFA Long Island event



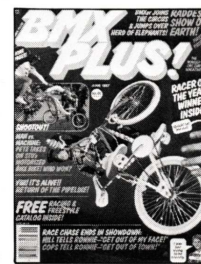
FEBRUARY '87
CW California Flyer, Cycle-Craft XL Racer, ABA Gold Cup, AFA Masters/Alabama, Building the ultimate halfpipe, Ramp how-to's



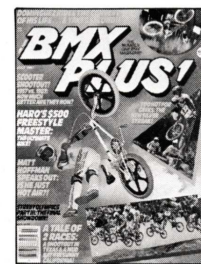
MARCH '87
Schwinn Free Form Pro, Robinson Elite, ABA Fall Nationals, King of Vert contest, Street style olympics, Dennis McCoy interview, Race tips



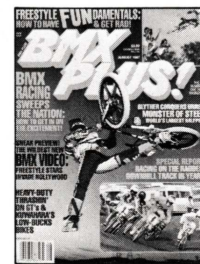
MAY '87
General Osborn Pro, Mongoose Californian, GT Tour, Street Olympics, NBL Ohio, ABA San Bernardino



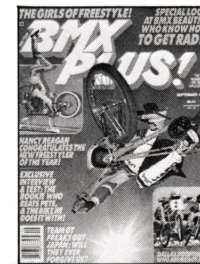
JUNE '87
Mongoose Decade Pro, Schwinn Quarter Dash, Racer of the Year, ABA Scottsdale, AFA Masters/Florida



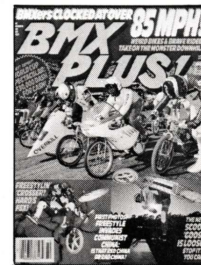
JULY '87
Haro Team Master, Diamond Back Silver Streak, AFA Masters/Oregon, Street Olympics, Hoffman interview



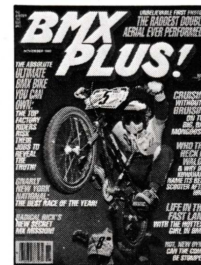
AUGUST '87
Kuwahara Magician Pro, GT Mach One, NBL California, King of Vert/Houston, Freestyle Fundamentals



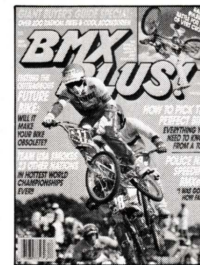
SEPTEMBER '87
GT Pro Performer, CW Pro Motion XL, ABA/Dallas, Ft. Worth, AFA/Austin, Townsend interview, Freestyle girls



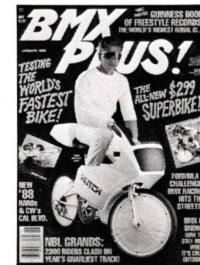
OCTOBER '87
Boss Pro Team, Mongoose Pro Mini-scooter, Haro FSX, NBL World Cup, AFA/Converse Veldrome, GT Asian



NOVEMBER '87
Dyno ProCompe Team, Kuwahara Waldo Scooter, Mongoose Pro Cruiser, NBL New York, Dr. Air



DECEMBER '87
Buyer's Guide, Future Bike, IBMX World Champs, King of Vert/Colorado, Buy the perfect bike, Speed traps



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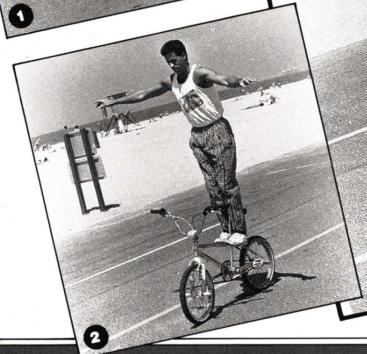
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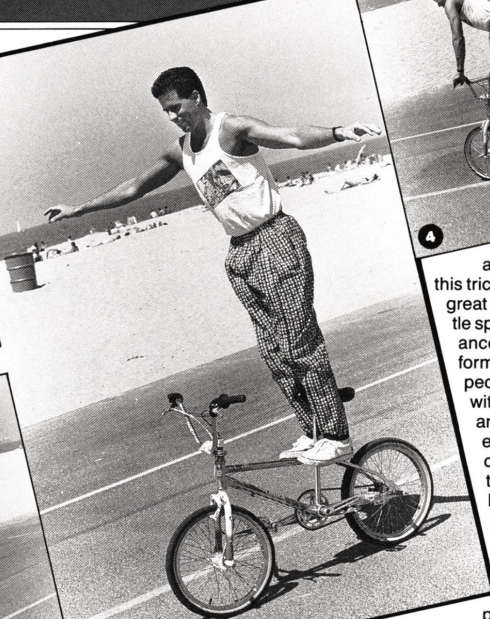
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BARE BONES

1



2



4



FRAMESTAND: Ride along at a medium pace to learn this trick. Too much speed can cause great pain if you wreck, and too little speed can make it harder to balance. If you have a top tube platform, climb up onto that. Some people can do the framestand with one foot on the top tube and and one on the rear brake bracket. Slowly let go of the bars and cruise along as far as you can, then grab the bars and step back onto the pedals. Once you've got these wired, you can cruise 'em down the block or around in circles.

WARNING: Wear as many pads and layers of clothing as you can stand. These tricks are not extremely difficult, but can be dangerous. Stay away from anyplace where you could collide with a car. Practice safety and keep within your limitations. □

STOP

This message brought to you by BOA, the Ball Bearing Brake.



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... AND LEGS



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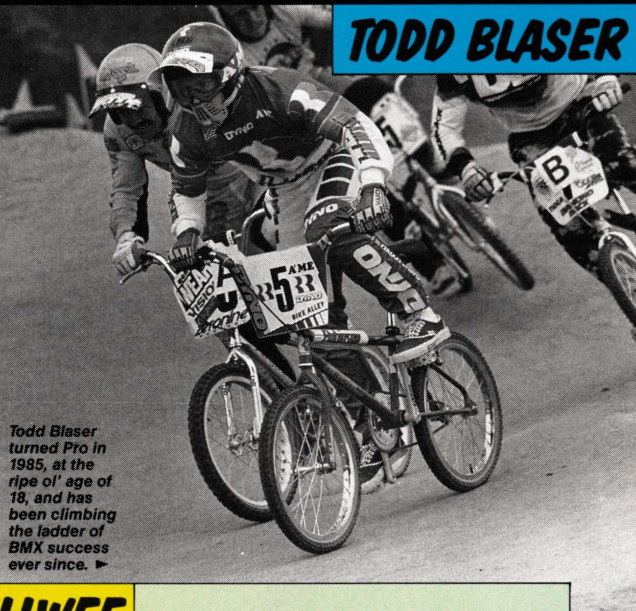
□ Today's new breed of pros are tougher than ever. They've risen from amateur status to stardom. Todd Blaser is an established pro, having become one in 1985. Mike King was the number one amateur in 1987, and one year later he achieved the same title in the pro class. The Danny Millwee is a junior pro on the verge of turning A Pro (or AA Pro, depending on which sanction you are talking about). Read on and gain a little insight into what it's like to be a young BMX pro—their hopes, their fears and their challenges.

• **PLUS!** What is it like to be a pro?

Todd: It's really intense. Really intense! You're almost always in a pack with seven other guys. It's really hard to break away from the pack because the competition is so tough. If you give away an edge, you give away a lot. Nobody really dominates because everybody's good.

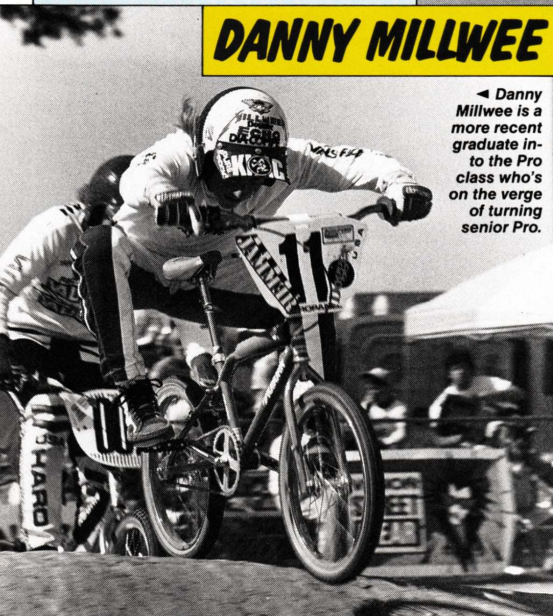
PLUS! What kind of threat do you see from the top amateurs, like Hadan, Veltman, Carter and Kenny May, if and when they move up?

Todd: Veltman and Hadan will be the biggest threats. Kenny is a little burned-out this year. He's not doing nearly as well as he did last year. That could change if he turns pro and gets recharged. Eric Carter is fast enough and smart enough to make it, but he'll need to work out a bit and get a little bigger. •



Todd Blaser turned Pro in 1985, at the ripe ol' age of 18, and has been climbing the ladder of BMX success ever since. ▶

TODD BLASER



DANNY MILLWEE

◀ Danny Millwee is a more recent graduate into the Pro class who's on the verge of turning senior Pro.

• **PLUS!** How does B Pro compare to A Pro, like when you race Open?

Danny: A Pro is harder, no doubt about that. The A Pros aren't as squirrely. You've just gotta be fast and give your all to catch 'em. That's pretty hard, though. You've got to snap, that's for sure!

PLUS! What's it like to race Pro class, Open and Cruiser, all in one day? [Ed. note—generally, the pros have to race three motos, three semis and three mains, in the same class.]

Danny: I've never made all three classes, because I haven't raced Pro Cruiser yet. Just by making Open and Class, it's terror. You have your semis, then your first main, then your second one, then Open, then your last main—it's very hard. You get really exhausted. You learn who's in shape! It's like racing the whole day all over again when you race the mains. When you've raced all your motos, that's only the beginning! •

FAST TALK



What sets the younger pros apart

MIKE KING



◀ Mike King was a top amateur and is now a top Pro. He's banged bars with the best of the best.

• **PLUS!** How does the pro class compare to the amateur class?

Mike: The main difference is the competition. It's way more aggressive in pro. There are only about five top amateurs, but there are at least 12 top pros. When you're on the gate with seven other pros, any one of them can win the race. It's not like amateur, where you know that one or two other guys on the gate are your only comp.

PLUS! Compare the older, more experienced pros to the younger, less experienced pros.

Mike: The younger pros are usually hungrier. That's not quite as true this year as it has been the past couple of years. Last year it was Terry, Cecil and me, and we went for it. Five of the amateurs who I used to race against are going to turn pro soon, and next year's pro class will be good! • □

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also to land, just like
a pro.

□ Here's a conversation that recently took place over the '89 Dyno VFR. Your regular neighborhood troll Slick "Do a trick" Vic and your average BMXer Normie Norm went through the motions—verbally.

Vic: "Yo, kid. How about you lettin' me ride your nice new bike? I notice that it's a Dynamite. That's pretty fresh. So, what will it be?"

Normie: "Yeah right, chump. I'd let Skuzzer Switchblade ride this pup before you. And it's a Dyno VFR, okay? I believe VFR stands for 'Void For Rejects,' so that counts you out anyway."

Vic: "Ouch, that really hurt. So, what's so special about that ride? I had a cool bike when I was a worm like you."

Normie: "Here's a general rundown of its features. Now try to concentrate, even though that may be tough. First off, this bike is the first Dyno racer ever, and it's now being mass-produced by the same hard-cores that crank out GTs and Robinsons. That should give you a fat hint about its frame geometry—it has racing written all over it. It's equipped with killer componentry, too, considering it's a low-end BMX vessel. Two Axiom brake calipers slow down its chrome-plated steel wheels with the help of Kool Stop brake pads. The handlebars have a GT design and the Kenda tires follow a Comp III pattern. Other cool features include: 175mm cranks, a 43T steel chainring connected to an alloy power disc, a GT seatpost clamp and a Dyno seat. Smooth blend of ingredients, huh?"

Vic: "Big deal. My bike didn't have all that fancy stuff and I could still do wheelies for days."

Normie: "Wheelies? Loosen up, tiger. This bike was tested by Scott Davis and Robinson's very own Todd Blaser who busted way beyond wheelies. Try one-handed one-footers, cancons, X-ups, Cherokees and good ol' tabletops, man. They put its low-end radness through all kinds of professional punishment at the Coal Canyon BMX track in Yorba Linda, California. They commented that since the pup's rear end feels short, it tends to hang low over jumps. Because of that fact, mid-air corrections are usually essential. As for turns and straights, the pup feels great. It's hard to pull the front wheel off the ground, which allows powering to be very effective. The stem slipped every now and then, but only the forks and the cranks even thought of tweaking. That's quite a victory for a ride that I only shelled out \$189.95 for."

Vic: "All right, you win. It looks like you pulled off a major scam with your new Dyno 'Very For Real.' Well, I've got to bail; someone might see me talking to you. Anyway, I'm sure the pleasure has been all yours. Later!"

Normie: "Yeah, hopefully much later. Oh, if you ever get tired of walking your life away, I suggest you get yourself a Dyno VFR. No offense, but it's a 'Very Fun Ride,' and it might just build you some character."

And so it is that Normie has concluded the conversation with a very hard-to-argue point: The Dyno VFR is a major steal, even though you have to pay for it.

Scott Davis was able to direct the Dyno to perform with no complaints either way. Here he adds some style to speed.



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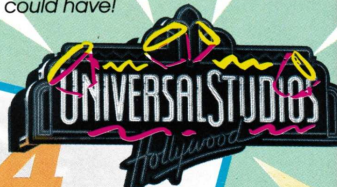


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BMX10-9

VFR

A smooth frame design, held together by smooth welds, dressed in smooth parts, made not for a rough bike. ►

The Axiom brakes worked so well they made the test crew sport grins throughout the day. ►



SPECIFICATIONS 1989 DYNO VFR

I. FRAME AND FORK

Type: Racing, 20", age range 10 and over.

Frame design: Single 1-1/4" O.D. top tube; single, 1-3/8" O.D. down tube.

Frame construction: High-tensile steel.

Fork construction and design: Tubular high-tensile steel, 1" O.D., leading axle design.

Wheelbase: 35" - 36"

Bottom bracket height: 11-1/2" (center to ground).

Chainstay length: 15" (center of bottom bracket to midpoint of rear dropout).

Steering head angle: 71°

Seat tube angle: 69°

II. WHEELS

Rims: Steel, 36-spoke, chrome-plated sidewalls.

Hubs: Steel, 36-spoke, heat-treated axles.

Tires: Kenda, 20" x 1.75", front and rear.

Freehub: SunTour, chrome-plated, 16T.

III. DRIVE TRAIN

Pedals: V-for VP-873, plastic bodies, heat-treated spindles.

Cranks: One-piece steel, chrome-plated, 175mm.

Front sprocket: Steel 43T chainring with alloy power disc.

Bottom bracket: Steel, caged bearings.

Chain: KMC, 1/2" x 1/8"

IV. STEERING

Grips: Mushroom-type.

Handlebars: GT BMX de sign, high-tensile steel, 28-1/2" width x 9-1/2" rise.

Stem: Alloy clamp, chromoly shaft.

Headset: Steel, caged bearings.

V. SEATING

Seat: Dyno.

Seatpost: High-tensile steel, straight.

Seatpost clamp: GT design, alloy.

VI. BRAKES

Callipers: Axion alloy sidepulls (front and rear) with Kool Stop brake pads.

Levers: Tech-4 type.

VII. WEIGHT

26-1/2 lbs.

VIII. COLORS AVAILABLE

Chrome, red, blue and black.

IX. ACCESSORIES

CPS-C equipment

X. PRICE

\$189.95

XI. COUNTRY OF ORIGIN

Taiwan

XII. ADDITIONAL INFO

Dyno Designs

17600 Goffhard Ave.

Huntington Beach, CA 92648

The Dyno's weight didn't seem to be a problem for Scott. Can't you tell? ☐



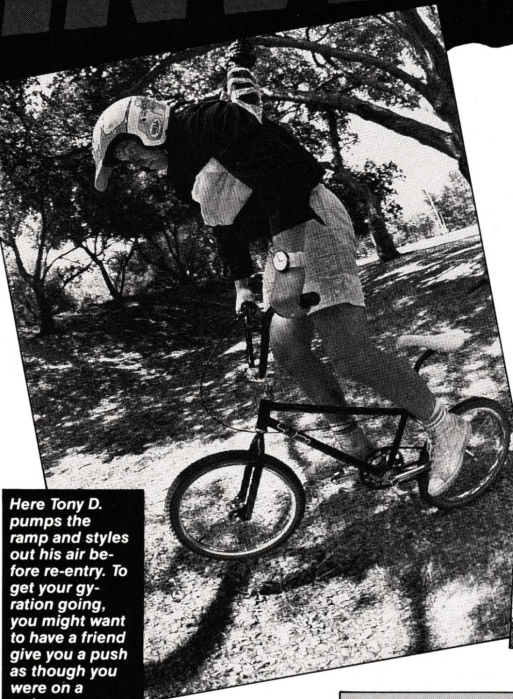
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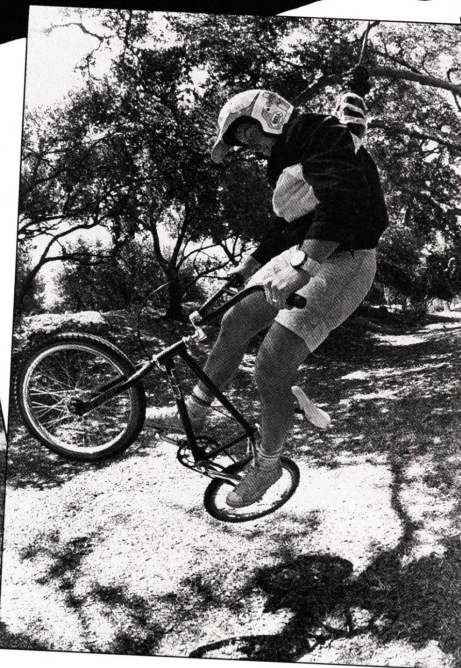
INVISIBLE HALFPIPE



Project: Invent an aerial!



Here Tony D. pumps the ramp and styles out his air before re-entry. To get your gyration going, you might want to have a friend give you a push as though you were on a swing.



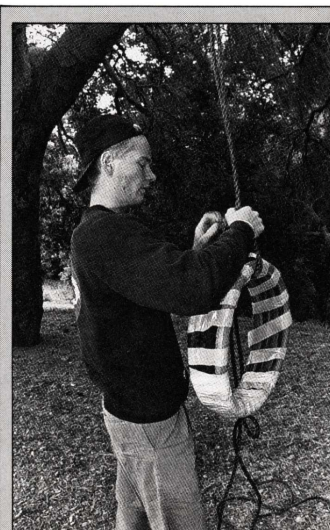
□ Ideas that develop into successful inventions are part of a process that's essential to the world's progress. Yet, not all ideas that come into being are good. Compare, for instance, the public's reaction towards modern-day pay toilets to the more revolutionary squeezable ketchup bottles. The difference is blatant.

This month we *PLUS!* staffers elaborated on an invention that may admittedly seem a tad off-key at first, but if you try to see through it, it could open a window to your radness. Prepare to swallow the concept of an invisible halfpipe.

THE PROCESS

Here's how you work it:

1) Take a thick rope and fasten it to a strong branch that's connected to a strong tree. A branch that's at least 20



Once you've completed construction of your 'pipe, try it out without your bike first to see if it will hold up. Karl demonstrates that exact test and proves that the transitions of this particular 'pipe can withstand sessioning.

◀ A tree, a rope, a few tires, some tape, some padding and about ten minutes are all it takes to make an invisible halfpipe. Inspiring, isn't it?

feet or higher off the ground will work the best.

2) Round up about three to four old bike tires, tape them together and then tie your rope around them to complete a tree swing. You might want to pad the unit with two or three towels, too. It could spare you a few lumps.

3) Now squeeze yourself through the tires so that they're positioned just under your arms. A key factor here is to remove the extra slack in the rope so that the tires are a snug fit when you're standing up straight.

4) Next, climb on your bike and pedal

yourself straight forward until you catch air (if you have slack in the rope you'll definitely feel it here). Then rotate around 180 degrees (you'll notice that you have to turn pretty hard and time it so you steer into the turn before leaving mother earth), calculate a smooth meeting with the ground and pedal like mad when you touch down to boost higher on your next air. We found that landing back wheel first allowed the bike to straighten out its own landing and enabled us to start pedaling easier. When you feel dialed you can start bustin' vari-

ations. Most any styles that you can think of will work. Don't worry if you don't execute something just right, because you can always drop your bike and swing to stop.

THE VALUE

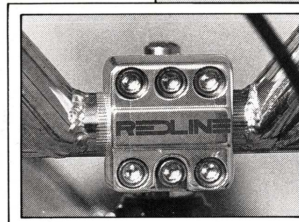
If you're a veteran rampster, you can treat yourself to new trick ideas with minimal danger involved. You can get the feel for things as sick as X-up barhop airs before you try them on a

REDLINE

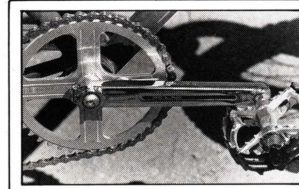
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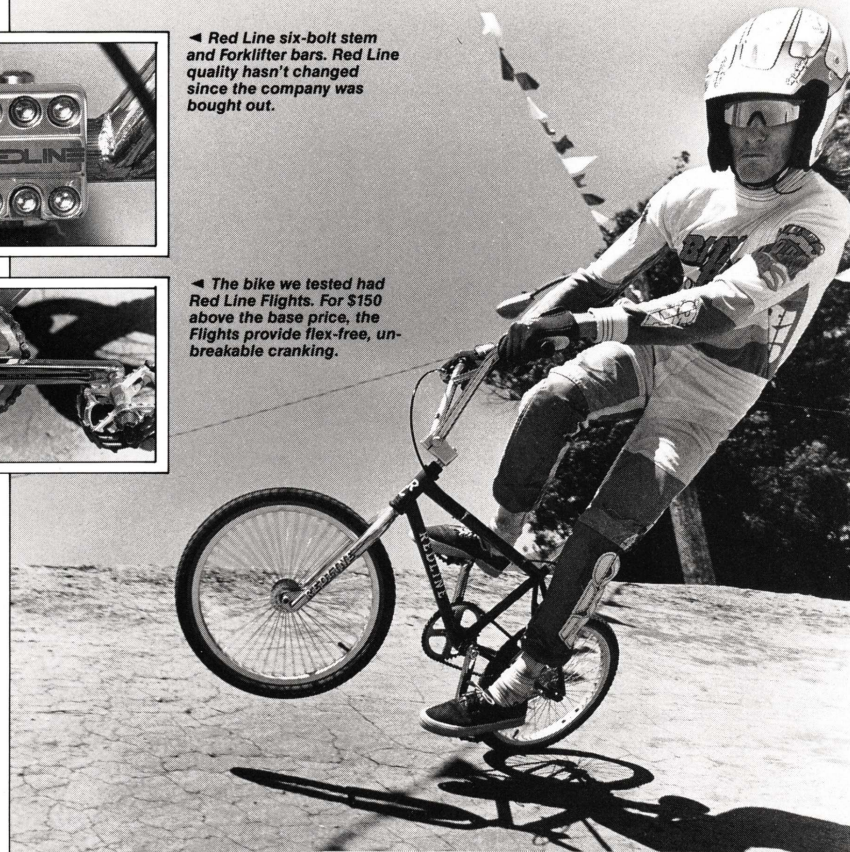


◀ Red Line six-bolt stem and Forklift bars. Red Line quality hasn't changed since the company was bought out.



◀ The bike we tested had Red Line Flights. For \$150 above the base price, the Flights provide flex-free, unbreakable cranking.

Despite the concentration on his face, Scott had a blast ripping around the track on the R.L. He liked the handling well enough to call up Seattle Bike Supply and ask if he could have it. □ ▶



SPECIFICATIONS 1989 RED LINE 700 EXL

I. FRAME AND FORK

Type: Racing, 20", age range 12 and over.
Frame design: Single 1-1/4" O.D. top tube, single, 1-1/4" O.D. down tube.
Frame construction: 4130 chromoly.
Fork construction and design: Tubular chromoly, 1-1/4"

II. WHEELS

Rims: Araya 7X, 48-hole.
Hubs: Peregripe 48, sealed mechanism.
Tires: Cheng Shin, Comp III-type, 20" x 1.75".
Freewheel: Sunfub, 16T.

III. DRIVE TRAIN

Pedals: Victor, beartrap.
Crank: Red Line Flight, 180mm or Sugino, one-piece chromoly, 180mm.
Front sprocket: Red Line, 44T.
Bottom bracket: Tioga, steel, caged bearings.
Chain: KMC, 1/2" x 3/32".

IV. STEERING

Grips: Co-Union Tri-type.
Handlebars: Red Line Fork-lifter.
Stem: Red Line Pro, six-bolt design.
Headset: MXII-type, black.
V. SEATING
Seat: Velo.
Seatpost: Red Line chromoly, straight.
Seatpost clamp: Peregripe, alloy.

VI. BRAKES

Calipers: Odyssey Pitbull.
Levers: Odyssey RX-3.
VII. ACCESSORIES
C.P.S.C. equipment.

VIII. WEIGHT

24 lbs., 8 oz.
IX. PRICE
With Flights: Approx. \$499.
With one-piece cranks: Approx. \$349.

X. COUNTRY OF ORIGIN

U.S.A.
XI. ADDITIONAL INFO
Seattle Bike Supply
7620 S. 192nd St.
Kent, WA 98032



REDLINE 700EXL

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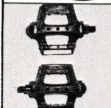
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MAIL BAG (continued from page 10)

Have a special "BMX Bloopers" one month, with all your blooper photos. **Trevor Thomas** Richmond, VA
P.S. If you print my letter, I'll send ya a complete set of Ginsu knives.

Not a bad idea, guys. Send in the Ginsu knives—maybe we can use them to create more "BMX Bloopers" for the story.

JUMBO SPROCKETS

Dear **BMX Plus!**
Do a lot of racers use ten-speed sprockets for a larger front gear?
Bill Ingram
Troy, MI

None that we know of.

MARRIED LIFE

Dear **BMX Plus!**
Guess what? Marriage does not cure the racing bug—don't even try it! But if you can't beat 'em, join 'em. I'm a newlywed BMX widow shoppin' for a bike.
Becky Krings
Goose Creek, SC
We agree.

KNOW YOUR LIMITS

Dear **BMX Plus!**
Right now I'm in a placement center, but I want to get back into racing. Is there an age limit on racing?
George Cunningham
Johnstown, PA
BMX knows no limits, be it age or anything else. Get back on your bike and ride to your heart's content.

You're back in school. How different are your riding habits now than they were during summer vacation? How does homework affect your riding? How does riding affect your homework? Send in all comments and questions to us here at **Plus!** We're lonely and need more homework. Write: **BMX Plus!** Mailbag, P.O. Box 9502, Mission Hills, CA 91395. □

ASK THE BMXperts (continued from page 14)

cal shop. They come packed with ACS components, such as a Pro rotor, stem and brakes. They also come with Diamond Back Woody bars. Oh, and the wheels are 48-spokers with an ACS Freecoaster."—Woody Itson/Vision.

GREAT MYSTERIES

Dear **BMXperts**,
Who are you, Dr. Rad—why haven't you shown yourself after so many requests?
George Fernandez
Miami, Florida
Dr. Rad himself answered this one: "Who are YOU, George Fernandez, and why don't you show YOURself?! And don't give me the 'I asked you first' business, okay?"—Dr Rad, Ph.D.

FINGERS

Dear **BMXperts**,
A friend of mine has a halfpipe in his backyard. The first time that I rode it, I hung up and broke two fingers. How can I learn to land better?
Jon Round
S. Windsor, CT
A man of many talents, from ramp-riding to video production, offered this advice: "Land with your wheels, not with your fingers! Land with both wheels touching the transition at the same time. Practice riding smoothly at low altitudes at first, then work your way up. Height comes with control."—Eddie Roman/Life's a Beach-CMP

When you write in to ask questions of your favorite rider, it takes a few months for us to print the responses. So send your questions in two months or so before you know what they are so that we can answer them on the spot. And, due to the volume of mail we get, realize that we can only print a select few. Write: Ask the **BMXperts**, P.O. Box 9502, Mission Hills, CA 91345-9502. □

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101 FREESTYLE TRICKS



TALK ABOUT ACTION

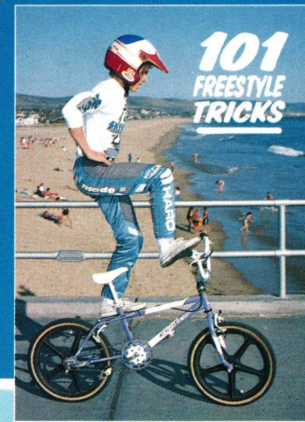
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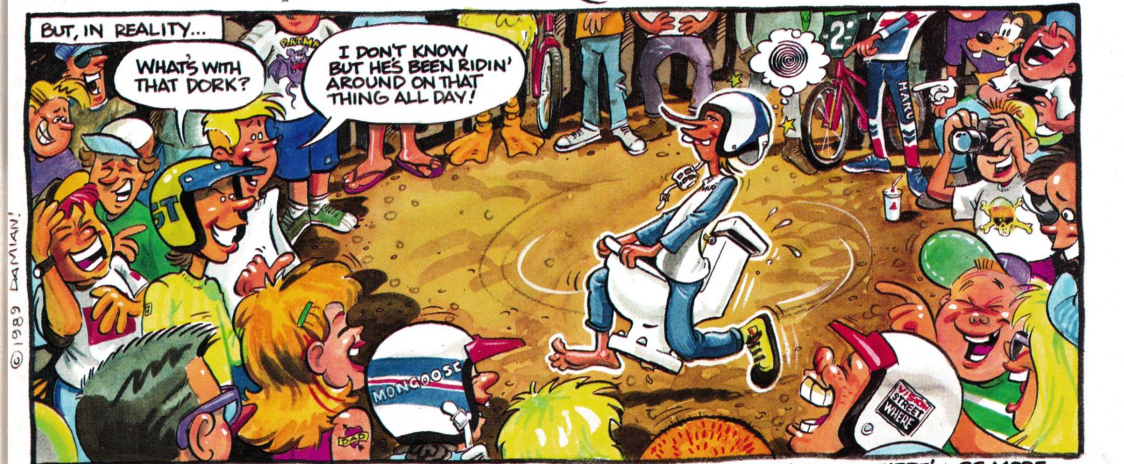
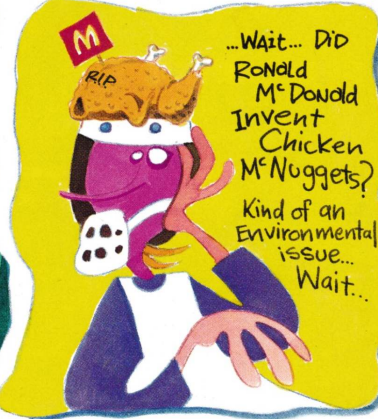
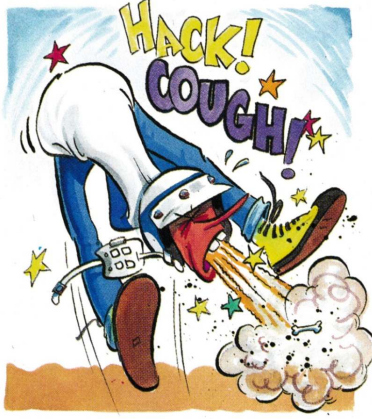
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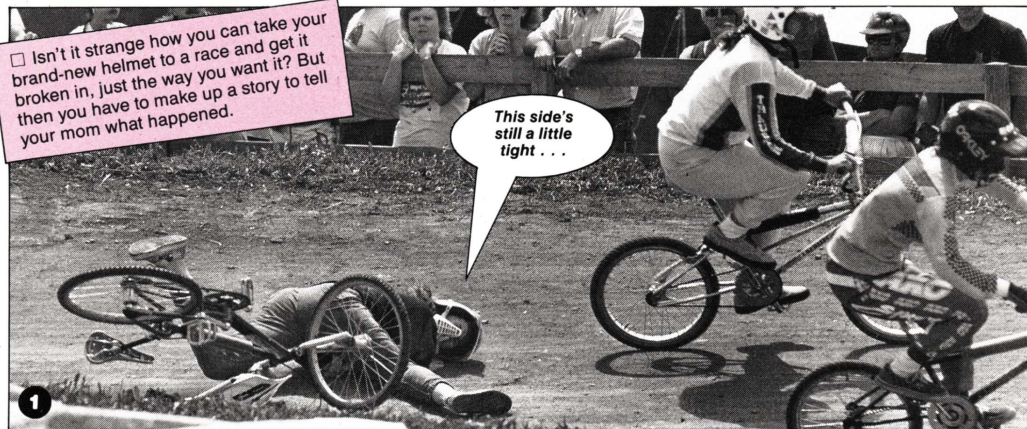
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